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SUPPLEMENT TO  
**The Gazette of India.**

No. 1. CALCUTTA, SATURDAY, JANUARY 7, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may be useful or otherwise known. The Decrees of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the only of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, December 24th, 1898.**

The principal feature of the weather of the week was the cold weather disturbance which was approaching the north-west frontier from the Persian region at the close of the previous week. It crossed the frontier into Upper Sind on the early morning of the 18th and drifted eastwards through North Rajputana and the South-East Punjab on the 19th, East Rajputana on the 20th, the North-Western Provinces and the eastern districts of Central India on the 21st, Chota Nagpur on the 22nd, and Bengal on the 23rd, where it died out during the next 24 hours. The disturbance was throughout its existence very diffused and ill-defined, but it gave a moderate fall of snow in Kashmir and the higher elevations of the Punjab Himalayas from the 18th to the 20th, and numerous light showers of rain in the North-Western Provinces and some showers in the North Punjab and the Punjab Hills on the 21st and 22nd. Fine weather obtained generally over the remainder of India throughout the week except in South Madras and the South Coromandel Coast districts, where some local thundershowers were received on the 21st and 22nd.

The variations of the mean temperature from the normal were small and unimportant, except in Chota Nagpur, Central India, the Central Provinces, Berar, the Bombay Deccan and Madras coast, where the weather was from  $2\frac{1}{2}^{\circ}$  to  $5\frac{1}{2}^{\circ}$  warmer than usual.



*Sunday, December 18th.*—Pressure had given way over the whole of the Indian area with the exception of Burma where it was practically stationary. The fall was brisk to rapid in North-Western and Central India and slight elsewhere. Pressure was in moderate defect in Ceylon and in moderate to large defect in North-Western India and Baluchistan. The deficiency was most marked in Upper Sind, where it slightly exceeded a seventh of an inch in amount. The feeble wave of low pressure which was approaching the north-west frontier at the close of the previous week was passing through Upper Sind. Winds were very light and unsteady over the greater part of Northern and Central India except in Upper Sind and the neighbouring districts of Rajputana and the Punjab where they were feebly cyclonic. Winds were strong in Southern India, the Bombay Deccan and the Konkan where gradients were steep. Skies were partially clouded in the North-Western Provinces, Rajputana and Southern India, and overcast in Sind, the Punjab and the North-West Himalayas. Light to moderate snow had occurred in Kashmir and light thundershowers at Trincomalee and Madras. Temperature was in slight defect in Bengal, Assam, Bihar and Mysore, normal in Burma, Chota Nagpur, the North-Western Provinces and Southern India, and more or less above the normal over the remainder of India and Baluchistan. The excess was most marked in Baluchistan ( $7^{\circ}$ ), Gujarat ( $5^{\circ}$ ) and Rajputana and Berar (each  $4^{\circ}$ ), due chiefly to much higher day temperature than usual.

*Monday, December 19th.*—The barometric changes were generally small and unimportant except in Rajputana and the South-East Punjab, where pressure had given way briskly to rapidly, due to the transfer into that area of the depression which lay over Upper Sind on the previous day. Pressure was more or less below the normal throughout India. The deficiency was least in North-Eastern India and greatest in the area of depression where it ranged between  $13''$  and  $17''$ . The depression was diffused and ill-defined, and the winds in Upper India, although cyclonic in direction, were very light at the level of the plains. Winds were very strong at Cherat where they were blowing at the rate of 28 miles per hour at 8 A.M. The air movement was somewhat less strong in the Konkan than on the previous day. Skies were overcast in the South-East Punjab, Rajputana, the western districts of the North-West Provinces and Kashmir and moderately clouded in Southern India. Moderate snow had again been received in Kashmir. Temperature had decreased largely in Baluchistan and was now normal in that area. Temperature had fallen to normal also in Orissa. Temperature had, on the other hand, increased  $2\frac{1}{2}^{\circ}$  in Rajputana, where it averaged  $6\frac{1}{2}^{\circ}$  above the normal during the previous 24 hours. Elsewhere the temperature conditions were practically unchanged.

*Tuesday, December 20th.*—The barometric changes were again small over nearly the whole of the country except locally in the areas affected by the depression. Pressure had increased briskly in Baluchistan and briskly to rapidly in Upper India, and had fallen very slightly in the eastern states of Central India and the neighbouring districts of the North-Western Provinces. The disturbance had shifted east-south-eastwards and filled up to some extent. It apparently lay over East Rajputana and the neighbouring districts at 8 A.M. The chief features of the air movement were unaltered. Cloud had increased in Baluchistan and Southern India and decreased in the Punjab. Snow in moderate amounts had again fallen in Kashmir. The temperature conditions were again unchanged over the greater part of the country. Temperature had fallen  $2^{\circ}$  in Rajputana and increased rapidly in Orissa and Chota Nagpur. The mean temperature of the previous 24 hours was  $5^{\circ}$  above the normal in Rajputana and Central India,  $4^{\circ}$  in Berar and the Central Provinces,  $3^{\circ}$  in Gujarat, and  $2^{\circ}$  in the North-West Provinces and Punjab, due chiefly to very high night temperature.

*Wednesday, December 21st.*—Pressure had increased in Baluchistan and Upper India and given way slightly to briskly over the remainder of the Indian area. The shallow diffused depression in East Rajputana on the 20th had been transferred eastwards to the area defined by the stations of Agra, Cawnpore,



Allahabad and Nowgong, in which pressure was about a tenth of an inch below the normal. Gradients were steep over the southern half of the Bay and Southern India. Pressure was, on the other hand, uniform over the greater part of Northern and Central India and the Deccan. Winds were cyclonic in direction in the Gangetic Plain, but were very feeble. Winds continued strong at Cherat. Skies were densely clouded in Southern India and partially clouded in the North-Western Provinces and Bengal and at some stations in the Central Provinces. Light to moderate rain had occurred in the extreme south of Madras and light rain or snow in the East Punjab and Kumaon Hills. The temperature conditions did not differ to any important extent from the normal, except in the tract lying between East Rajputana and Bihar, in which temperature was from  $2^{\circ}$  to  $10^{\circ}$  above the normal, due chiefly to much higher night temperature than usual. Temperature of the previous 24 hours was  $4\frac{1}{2}^{\circ}$  below the normal at Quetta.

*Thursday, December 22nd.*—Pressure had again increased briskly to rapidly in North-Western and Central India and was now in slight to moderate excess in the former and normal in the latter area. The depression in the North-Western Provinces on the preceding day had apparently advanced into Chota Nagpur, where pressure had given way very slightly. It had, however, filled up very largely and was no longer of any importance. Winds tended to circulate cyclonically in South Bihar, Chota Nagpur and the adjacent districts of the North-Western Provinces, but were very light. Skies continued densely clouded in Southern India, and some light thundershowers had fallen in that area. Light snow had occurred in the Kumaon Himalayas and several rain or hail showers in the North-Western Provinces. The distribution of temperature with respect to the normal was practically unchanged.

*Friday, December 23rd.*—Pressure had given way briskly to rapidly in Baluchistan and slightly in Sind, Kathiawar and the North Konkan. It had, on the other hand, increased slightly to briskly in the Gangetic Plain, the Central Provinces and Bengal, and was practically stationary elsewhere. Pressure differed but little from the normal except in Ceylon, Southern India and the Konkan where it was in slight to moderate defect, and in North-Western and Central India where it was equally in excess. Gradients were considerably above their normal intensity over the Peninsula and the Bay of Bengal. Winds were of the anti-cyclonic type in North-Western and Central India. They were unusually strong at Cherat, where they had a velocity of 30 miles per hour at 8 A.M. Skies were moderately clouded in Baluchistan and the West Punjab and lightly clouded in Southern India. Temperature was steady except in Central India, the North-Western Provinces and Rajputana, where it had decreased briskly to very rapidly. The mean temperature of the previous 24 hours was  $3^{\circ}$  below the normal in Rajputana and from  $2^{\circ}$  to  $6^{\circ}$  in excess in Orissa, Bihar, Chota Nagpur, the Central Provinces, Berar, the West Coast the Bombay Deccan and Mysore. The night temperature was much more largely in excess in these areas than the day temperature.

*Saturday, December 24th.*—Pressure had given way almost everywhere. The fall was brisk to rapid in Baluchistan and North-Western India and slight elsewhere. Pressure was in general defect. The deficiency was greatest in Kathiawar where it was considerable. Feeble south-east winds obtained at Chaman and Quetta. A strong northerly gale was blowing at Cherat. Skies were overcast in Baluchistan and Kashmir, more or less heavily clouded in Upper India. There was also much cloud in Southern India. No rain had fallen anywhere beyond a moderate shower at Trincomalee. Temperature had risen fast in Baluchistan and was during the previous 24 hours  $9^{\circ}$  above the normal at Quetta. The excess was much more marked in the night than in the day temperature. Temperature was approximately normal in Assam, the North-Western Provinces, Sind, the Punjab, Central India and the southern half of the Peninsula, in moderate defect in Rajputana, and more or less considerably above the average in other districts. The excess was most marked in Berar where it averaged  $6^{\circ}$  in amount. The night temperature was much



more largely in excess in the area of increased temperature than the day temperature.

**Temperature.**—The temperature conditions of the week varied to a much less extent from the normal than was the case during the preceding four or five weeks. The mean temperature exceeded the normal all over the country with the exception of Assam and Bengal where it was in very slight defect. The excess was, however, small and less than  $2^{\circ}$ , except in Chota Nagpur, Central India, the Central Provinces, Berar, the Bombay Deccan and Madras coast, in which it ranged between  $2\frac{1}{2}^{\circ}$  and  $6^{\circ}$ . The area of greatest excess lay over Berar throughout the week. The increased temperature was due chiefly to much higher night temperature than usual.

The following table gives temperature variation data for the week :—

PROVINCE.	DECEMBER 1898.							Mean variation of week.
	18th.	19th.	20th.	21st.	22nd.	23rd.	24th.	
Burma . . . . .	0	0	0	0	0	0	0	0
Assam . . . . .	-0.9	-0.9	-0.5	-0.4	+0.8	+1.9	+3.5	+0.5
Bengal . . . . .	-1.7	-1.5	-1.1	-1.4	-1.7	-0.6	+0.8	-1.0
Orissa . . . . .	-2.0	-2.0	-1.2	+0.3	+0.7	+1.1	+2.1	-0.1
Bihar . . . . .	+2.1	+0.1	+0.1	+1.6	+2.5	+3.8	+4.0	+2.0
Chota Nagpur . . . . .	-1.6	-0.4	+1.7	+2.4	+3.4	+4.2	+1.5	+1.6
North-Western Provinces and Oudh . . . . .	-0.4	-1.2	+1.8	+3.2	+5.7	+6.0	+3.2	+2.6
Punjab . . . . .	0	+1.7	+2.1	+4.6	+4.3	+1.7	-0.5	+2.0
Sind . . . . .	+1.1	+1.6	+2.4	+1.2	+0.5	+0.4	+0.6	+1.1
Rajputana . . . . .	+2.3	+1.8	+1.5	-1.1	-1.5	-0.7	+1.0	+0.5
Gujarat . . . . .	+4.1	+6.6	+4.6	+3.1	+4.2	-2.7	-2.0	+2.0
Central India . . . . .	+5.2	+4.5	+3.0	-0.2	-2.0	-1.7	+2.0	+1.0
Central Provinces . . . . .	+2.0	+3.1	+4.9	+6.8	+4.5	-0.9	-0.5	+2.8
Berar . . . . .	+1.2	+2.6	+4.4	+5.8	+6.4	+5.0	+3.2	+4.1
West Coast . . . . .	+3.9	+4.1	+4.4	+7.6	+6.8	+6.4	+5.8	+5.6
Bombay Deccan . . . . .	+0.7	+1.1	+0.6	+1.1	+1.5	+2.4	+2.4	+1.4
Mysore . . . . .	+2.6	+3.1	+3.0	+2.4	+1.7	+2.2	+2.5	+2.5
Madras Coast . . . . .	-1.5	-0.6	+0.1	+2.8	+2.1	+2.7	+0.1	+0.8
Madras Deccan . . . . .	+2.5	+2.8	+3.3	+1.3	+1.4	+1.3	+2.5	+2.2
South India . . . . .	+2.5	+2.3	+1.8	+0.4	+1.8	+1.7	+1.9	+1.8
	+0.3	+0.9	+1.6	+1.9	+1.2	+0.7	+1.0	+1.1
Mean for whole of India . . . . .	+1.1	+1.5	+1.9	+2.2	+2.0	+1.7	+1.8	+1.7

The preceding table shows that the mean temperature of the whole of India and Burma was above the average on each day of the week, and that the amount of variation fluctuated between  $1^{\circ}1$  and  $2^{\circ}2$ .

**Rain.**—A feeble cold weather depression appeared in Upper Sind at the beginning of the week and marching eastwards passed into Bengal on the 23rd. It gave numerous light showers in the North-Western Provinces and some showers in the North Punjab and the Simla and Kangra Hills on the 21st and 22nd. The largest fall in these areas was 1.34 inches at Dharamsala on the 21st. Moderate snow fell in Kashmir and the higher elevations of the Punjab Himalayas from the 18th to the 20th. Weather was fine and settled over the remainder of the country throughout the week except in South Madras and the the South Coromandal Coast districts where some showers were received on the 21st and 22nd.

The accompanying rainfall statement shows that more or less rain was received in seventeen of the rainfall divisions and that in ten of these divisions the total fall of the week was less than a tenth of an inch in amount. The divisions which obtained effective rain, *i.e.*, average fall of over a tenth of an inch,



were North Punjab, Punjab hills, North-Western Provinces hills, North-Western Provinces West Submontane, North Oudh, East Coast South and Madras South. The rainfall in these divisions ranged between 0'11" and 0'78" and was very slightly above the average in the first three divisions.

The seasonal rainfall up to date shows some improvement in the case of the North Punjab and the Punjab Hills.

The more noteworthy totals were :—

Punjab (hill districts)	.	.	.	Kangra, Dharmsala, 1'61 inches.
East Coast (South)	.	.	.	S. Arcot, Chidambaram, 1'26 inches.
Ditto	.	.	.	Tanjore, Vedaranyam, 2'53 inches.
Madras (South)	.	.	.	Tinnevely, Keranur, 1'19 inches.



Province.	Division.	RAINFALL DATA FOR WEEK ENDING 24TH DECEMBER 1898.			RAINFALL DATA FROM 16TH OCTOBER TO 24TH DECEMBER 1898.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 16th October to 24th December 1898.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim	0	0	0	2'69	5'26	- 49
	2. Lower Burma Deltaic.	0	0'01	-0'01	2'58	7'17	- 04
	3. Central do.	0	0'02	-0'02	0'68	4'17	- 84
	4. Upper do.	0	0'07	-0'07	1'43	4'23	- 67
	5. Arakan	0	0'03	-0'03	2'58	7'43	- 05
BENGAL AND ASSAM	6. Eastern Bengal	0	0'03	-0'03	0'79	4'35	- 82
	7. Assam Surma	0	0'02	-0'02	0'58	3'87	- 85
	8. Do. Hills	0	0'06	-0'06	1'10	4'00	- 73
	9. Do. Brahmaputra	0	0'08	-0'08	2'25	2'55	- 12
	10. Deltaic Bengal	0	0'05	-0'05	0'08	2'83	- 97
	11. Central do.	0	0'04	-0'04	0'02	2'30	- 99
	12. North do.	0	0'04	-0'04	0'37	2'36	- 84
	13. Bengal Hills	0	0'14	-0'14	1'39	3'11	- 55
	14. Orissa	0	0'13	-0'13	0'52	5'31	- 90
	15. Chota Nagpur	0	0'15	-0'15	0'13	1'85	- 93
NORTH-WESTERN PROVINCES AND ODH.	16. South Bihar	0	0'00	-0'00	0'01	1'59	- 99
	17. North do.	0	0'05	-0'05	0'07	1'27	- 94
	18. North-Western Provin- ces East	0'01	0'11	-0'10	0'09	1'11	- 92
	19. South Oudh	0	0'17	-0'17	0'20	0'71	- 72
	20. North do.	0'11	0'17	-0'06	0'30	0'03	- 52
	21. North-Western Provin- ces Central	0'05	0'14	-0'09	0'52	0'48	+ 8
	22. North-Western Provin- ces West	0'09	0'10	-0'01	0'40	0'33	+ 21
	23. North-Western Provin- ces East Submon- tane	0'01	0'08	-0'07	0'07	1'03	- 93
	24. North-Western Provin- ces West Submon- tane	0'13	0'16	-0'03	1'01	0'48	+ 110
	25. North-Western Provin- ces Hills	0'29	0'23	+0'06	1'89	0'80	+ 136
PUNJAB	26. South-east Punjab	0'01	0'09	-0'08	0'30	0'37	- 19
	27. South do.	0	0'11	-0'11	0'05	0'38	- 87
	28. Central do.	0	0'06	-0'06	0	0'58	- 100
	29. Punjab Submontane	0'01	0'19	-0'18	0'03	0'63	- 95
	30. Do. Hills	0'64	0'38	+0'26	1'23	1'34	- 8
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab	0'13	0'07	+0'06	0'13	1'21	- 89
	32. West do.	0	0'01	-0'01	0	0'19	- 100
	33. Malabar	0	0'12	-0'12	11'68	9'90	+ 18
	34. Madras South-Central	0'02	0'44	-0'42	13'91	9'03	+ 44
	35. Coorg	0	0'14	-0'14	7'13	8'06	- 12
CENTRAL PROV- INCES AND BERAR	36. Mysore	0	0'21	-0'21	9'03	5'80	+ 50
	37. Kenkan	0	0'07	-0'07	2'45	3'55	- 31
	38. Bombay Deccan	0	0'13	-0'13	2'31	4'08	- 42
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0'22	-0'22	0'65	2'71	- 76
BOMBAY (NORTH)	41. Berar	0	0'32	-0'32	0'13	2'06	- 95
	42. Central Provinces West	0	0'16	-0'16	0'09	1'78	- 95
	43. Central Provinces Cen- tral	0	0'07	-0'07	0'12	1'40	- 91
	44. Central Provinces East	0	0'09	-0'09	0'03	1'54	- 98
	45. Gujarat	0	0'02	-0'02	0'14	0'60	- 80
RAJPUTANA AND CENTRAL INDIA.	46. Kathiawar	0	0	0	0'00	0'34	- 82
	47. Sind	0	0'05	-0'05	0	0'23	- 100
	48. Baluchistan Hills	0'09	0'17	-0'08	0'12	0'75	- 84
	49. Central India East	0	0'03	-0'03	0'29	0'03	- 05
	50. Rajputana East, Cen- tral India West	0	0'04	-0'04	0'39	0'56	- 30
MADRAS	51. West Rajputana	0	0'05	-0'05	0'21	0'22	- 5
	52. East Coast North	0'01	0'13	-0'12	4'17	8'97	- 53
	52-A. Do. do. (a)	0	0	0	2'80	6'73	- 58
	53. Hyderabad South	0	0'03	-0'03	0'67	1'38	- 51
	54. Madras Central	0	0'13	-0'13	4'57	5'49	- 17
MADRAS	55. East Coast Central	0'02	0'42	-0'40	12'00	12'47	- 4
	56. Do. South	0'40	1'05	-1'25	27'03	18'57	+ 49
	57. Madras South	0'78	0'86	-0'08	14'96	13'02	+ 15

HEM RAJ,

Off. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 29th December 1898.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 31st December.*—Heavy rain has fallen in the Carnatic, the Southern and parts of the Central districts and some in the adjoining tracts. The water-supply is generally ample. Sowings still continue. The standing crops are thriving generally, but the heavy rain has caused damage in parts. The harvest outturn is almost normal. Pasturage is sufficient. Cattle are in normal condition. Prices are falling generally.

**Bombay.**—*For week ending 4th January.*—Slight rain fell in parts of Sind; more is wanted for the late crops in parts of Poona and Satara. The standing crops have been damaged by rats, blight or excessive cold in parts of Hyderabad, Thar and Parkar, Bijapur and Dharwar, and are withering in parts of Khandesh and Ahmednagar. Harvesting of the early crops continues in six districts. Cotton-picking is progressing in parts of Khandesh and Gujarat. Preparations for next season have commenced in four districts. Fodder is sufficient except in parts of Sind. Agricultural stock is generally healthy. Prices have slightly risen in three and fallen in seven districts.

**Bengal.**—*For week ending 2nd January.*—There were slight scattered showers of rain in several districts during the week. The harvesting of winter rice is approaching completion, and a good outturn is generally expected. The spring crops and poppy are in good condition. The earlier spring crops are maturing, and in some places pulses are being gathered. The pressing of sugarcane is in progress. There is plenty of fodder in every district. There was a slight fall in the price of rice in some districts, but on the whole prices were stationary.

**North-Western Provinces and Oudh.**—*For week ending 4th January.*—The rainfall has been almost general during the week and has benefited the standing spring crops, which are reported to be in a flourishing state. The pressing of sugarcane continues. Prospects are favourable. The markets are well supplied. Fodder is plentiful. Prices are almost stationary.

**Punjab.**—*For week ending 4th January.*—Rain, ranging from  $\frac{1}{4}$ th of an inch to  $3\frac{1}{4}$  inches, has fallen in all districts except Shahpur. Harvesting of the autumn crops is over. Pressing of sugarcane and sowing of spring crops still continue in some districts. The spring crops have been benefited by the recent rain throughout the province, but more is wanted. The rape and gram crops are being damaged by caterpillars in parts of Ferozepore. Cattle are generally in good condition. Fodder is sufficient in all districts except Delhi, Shahpur, and parts of Rawalpindi and Dera Ismail Khan. Prices are rising in Dera Ismail Khan, falling in Shahpur and are unchanged elsewhere. Wheat is selling from  $15\frac{1}{2}$  to  $21\frac{1}{2}$ , gram  $20\frac{1}{2}$  to 24, barley 32, bulrush millet 19 to 24, maize  $27\frac{1}{2}$  to  $32\frac{1}{2}$ , great millet 26, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 3rd January.*—Slight showers of rain fell in Damoh, Jubbulpore and Mandla. The weather is occasionally cloudy and very cold, except in Chanda where it is reported to be hot and unseasonable. The cloudy weather has affected the linseed and *tur* (*Cajanus indicus*) crops in the Bhandara district and the former alone in Bilaspur. The winter crops are in urgent need of rain. In the Hatta tahsil, Damoh district, the prospects of the winter crops are gloomy. The reaping and threshing of the autumn crops and the picking of cotton continue. Pressing of sugarcane is also in progress. The cheapest prices are wheat 19, gram 32, rice 26, and *juar* 31 seers per rupee. The dearest prices are wheat 12, gram 13, rice  $10\frac{1}{2}$  and



*juar* 22 seers per rupee. Wheat is selling above the normal rate in the south, east and west of the Province, and the price of gram is still low in the Northern Districts.

**Burma.**—*For week ending 31st December.*—In Lower Burma reaping and threshing are progressing. The crops in Akyab, Thongwa, Bassein, Thaton and Amherst are average or above average, but in the remaining principal districts they are in defect. In Upper Burma the crops on the whole are in fair condition. It is reported that considerable remissions of water-rate will be necessary in the Yameihin Sub-Division owing to the failure of crops. The fluctuations in the price of paddy are unimportant.

**Assam.**—*For week ending 3rd January.*—Slight rain has fallen in most districts. Harvesting of late rice, gathering of pulses, sowing of mustard, and pruning of tea are in progress. Pressing of sugarcane continues in Sylhet and Lakhimpur. Prospects of late rice, pulses and sugarcane are generally good. Prices—common rice, Silchar and Dhubri 16, Sylhet 14½, Gauhati 15, Tezpur and Nowgong 13, Sibsagar and Dibrugarh 12 seers per rupee.

**Mysore and Coorg.**—*For week ending 4th January.*—**MYSORE:** Slight rain has fallen in parts. The standing crops are in good condition. Prices have slightly fallen in Tumkur, Shimoga, Kadur, Kolar and Hassan. Paddy and *ragi* (*Eleusine coracana*) have been harvested in parts.

**COORG:** Harvesting of rice, threshing of *ragi* (*Eleusine coracana*), and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 4th January.*—**BERAR:** The weather is cool. Picking of cotton and cutting of *juar* are almost completed. The winter crops are in fair condition. The land is being prepared for the ensuing rain crop in parts of the Province. Fodder is sufficient, but the water-supply is inadequate in parts of the Akola and Amraoti districts. Prices are almost stationary.

**Hyderabad.**—No rain fell during the week. The autumn harvest is almost over. The winter rice sowings are in progress. The rice crop is still being harvested. The standing spring crops are doing well, but rain is wanted in a few taluks of the Aurangabad Division. Agricultural prospects continue favourable. Prices—wheat 8½, coarse rice 10, and *jawari* 21 seers per current sicca rupee.

**Central India.**—*For week ending 4th January.*—There has been a slight fall of rain in Bundelkhand during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops, agricultural stock and pasturage, is good. Prices of food-grains are falling slightly in Bundelkhand and Baghelkhand, but are steady elsewhere. The condition of opium is fair in Indore and Bhopal.

**Rajputana.**—*For week ending 4th January.*—Slight rain fell at Abu and showers at Alwar, but none elsewhere. Sowing of the spring crops and irrigation continue. The state of the crops is generally good. In Merwara some tracts have been seriously affected through failure of the rains. Twenty-two villages are reported as distressed. Cattle are generally in good condition; considerable numbers have migrated from Ajmere-Merwara and Marwar. Fodder is scarce in parts of Kherwara, Meywar, Baraoti, Ajmere, Jeypore, Bikanir and Marwar. Prices are rising in Jhallawar and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 365 persons emigrated during the week. The number employed on relief works was 326 in Ajmere; 2,012 in Merwara and 994 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar 14½ seers per rupee.



**Kashmir.**—*For week ending 3rd January.*—The weather is snowy. Prices continue below normal. Rice 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 4th January.*—Slight rain fell during the week. Sowing of spring crops is in progress and the condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary: wheat 19 and maize 23 seers per rupee.

**Nepal.**—*For week ending 31st December.*—Rainfall '08. The weather is cold and foggy. Rice  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	14'45	15'3	32'3	34	...	...	...	...	...	...	...	...
Tavoy . . . . .	13'6	17	30'1	38'25	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	17	13'6	51	51	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	13'6	17	30'1	44'2	70'55	92'65	...	...	...	...	...	...
Thongwa . . . . .	...	...	51	55'25	...	...	...	...	...	...	...	...
Bassien . . . . .	17	15'3	31	42'5	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Meiktila . . . . .	13'94	13'94	38'08	42'67	...	...	...	...	...	...	...	...
Toungoo . . . . .	15'3	19'55	34'4	34'4	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	15'3	20'74	30'15	53'25	23'16	72'76	...	...	...	...	...	...
Bama . . . . .	11'05	...	42'5	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	17	19'35	38'95	51	...	...	...	...	...	...	30'2	32'1
<i>Arakan—</i>												
Kyaukpadaung . . . . .	8'5	17	31'25	40'8	...	...	...	...	...	...	...	...
Akyah . . . . .	17	15'3	34	30'6	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	16'28	20	27'5	40	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	35'36	28'12	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	32'5	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	20	34'5	28'75	46'25	...	...	15	23	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	18'75 to 21'25 and 22'5 to 25		30	...	...	...	...	...	...	...
Calcutta . . . . .	...	...			47'5	27'5	44'5	...	...	21'25	30	20
<i>Central—</i>												
Bardwan . . . . .	...	...	20'62	36'15	27'5	...	...	...	...	...	...	...
Patna . . . . .	...	...	21'50	37'47	26'50	30	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	27'5	50	35	30	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21'72	27'81	31'87	45'06	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18'12	25	19'06	32'5	...	...	12'5	24'37	...	14'37
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	21'36	34'06	24'22	34'06	...	...	14'22	34'06	...	...
Muzaffarpur . . . . .	...	...	30'78	20'72	35	40	...	...	15'94	33'44	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	15	20'31	28'28	37'66	23'25	38'06	28'65	45'16	14'84	28'44	...	24'53
<i>Central—</i>												
Cawnpore . . . . .	18'8	19'33	24'27	36'35	23'55	37'10	27'13	41'04	13'8	21'86	12'00	19'06
Jhansi . . . . .	14'64	21'41	31'08	44'75	24'38	39'06	29'9	45'1	14'84	23'85	16'41	20'78
<i>Western—</i>												
Morad . . . . .	...	...	33'33	...	22'86	36'87	25'78	...	16'67	...	18'67	...
Agra . . . . .	...	...	37'19	44'27	22'5	35'44	30	...	13'12	22'19	15'44	30
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	14'27	18'18	25'68	34'06	20	33'18	...	...	12'13	21'08	...	21'5
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	12'86	21'5	25'62	40	21'3	38'12	25	42'08	12'08	26'67	13'49	21'04
<i>Northern—</i>												
Pyrahad . . . . .	14'53	20	22'35	...	20	39'01	...	...	23'54	29'06	15'91	...

\* The figures under "Rice, husked" represent the prices of common rice.







## WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898—continued.

DISTRICTS.	GCE.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Indogwa . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mudainy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brohmputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	36'25	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	40	79	65	...	...	2'5	2'3	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	35	37'5	57'5 and 82'5	47'5 and 62'5	...	...	...	...	1'41 to 2'34	1'2
Calcutta . . . . .	...	...	33'75	35	60	70	...	...	8'75	6'58	7'5	5'94
<i>Central—</i>												
Bardwan . . . . .	...	...	32'3	35	...	...	...	...	...	...	3'75	3'5
Patna . . . . .	...	...	38'75	39'06	75	70	...	...	...	...	7'5	7'5
<i>Northern—</i>												
Kangpur . . . . .	...	...	40	40	80	50	...	...	3'75	1'17(a)	5	1'17(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	31'25	45	65	...	...	5'37	5'56	6'25	2'83
<i>Bihar, south—</i>												
Patna . . . . .	...	...	33	36'25	30	30	...	...	2'5	3'12	2'5	3'75
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	37'5	38'75	80	52'5	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	36'25	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	34'17	53'44	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	40	50	...	...	57'5	67'5	115	100	...	...	...	...
Jhansi . . . . .	42'5	...	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Agra . . . . .	44'43	50	...	...	45 to 80	...	125'07	100	...	...	3'33	...
<i>Swamian, west—</i>												
Shahjahanpur . . . . .	...	90 to 110	...	...	...	...	125 and 130	115 and 125	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	40	61'56	...	...	72'5	75	...	...	2'5	3'33	4'01	...
<i>Northern—</i>												
Fyzabad . . . . .	29'06	...	...	...	...	...	...	...	2'81	...	...	...

(a) Per bundle.







## WHOLESALE PRICES FOR THE 2ND HALF OF NOVEMBER 1897 AND 1898—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
Eastern— Ajmera . . . . .	33'33	33'33	...	...	32'63	40'99	...	...	21'09	25'78	19'06	25
<b>Punjab—</b>												
Southern— Ferozpur . . . . .	14'27	23'5	40	57'13	28'85	36'25	28'54	36'25	12'5	20'85	15'09	25'62
Central— Lahore . . . . .	16'67	37'66	30'83	49'37	20'88	35'26	24'58	38'18	20'94	23'54	15'42	24'22
South-eastern— Delhi . . . . .	21'04	26'67	30'78	40	22'34	37'19	26'67	40'99	15'68	22'80	15'68	21'04
Submontane— Amritsar . . . . .	17'4	27'6	33'33	48'49	20	34'06	22'53	36'35	...	25	...	15
Northern— Rawalpindi . . . . .	15'94	30	35'57	53'33	22'81	37'66	25	40	13'12	25	12'5	28'59
Western— Multan . . . . .	12'5	18'28	24'29	42'03	24'58	40	30'78	45'68	16'56	27'5	15'36	25'78
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	37'5	46'25	30	45'62	...	...	19'37	29'27	17'5	31'25
Shikarpur . . . . .	...	...	...	...	26'25	39'37	...	...	15	21'09	15'02	24'22
Quetta . . . . .	...	...	...	...	36'25	41'87	60	65	21'87	30	27'5	32'5
<b>Bombay—</b>												
Deccan— Dharwar . . . . .	...	...	...	...	...	44'22	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	26'82	...	...	...	...	...	15'99	...
Poona . . . . .	...	...	...	38'91	36'56	...	...	...	...	...	...	...
Khandesh— Ahmadnagar . . . . .	...	...	...	...	26'41	...	...	...	...	...	18'8	...
Dhulia . . . . .	...	...	...	...	30'05	...	...	...	...	...	14'79	23'44
Gujarat— Surat . . . . .	...	...	...	...	36'09	...	...	...	...	...	16'3	...
Ahmadabad . . . . .	30	...	...	43'75	33'33	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western— Nagpur . . . . .	...	...	27	31	28	41	25'31	36	...	...	17'37	31'25
Central— Jubbulpore . . . . .	16	...	21'06	28'06	24'25	38'06	26'09	44'44	...	...	18'19	20
Eastern— Raipur . . . . .	16	...	22	30	23	43	21	53	...	...	...	...
<b>Benar—</b>												
Basim . . . . .	...	...	...	...	33'33	51'85	...	...	...	...	16	26'92
Kilichpur . . . . .	...	...	66'66	80	40	57'14	50	66'66	...	...	16	33'33
Amroht . . . . .	...	...	36'25	56'87	40	50'87	50	61'25	...	...	25'25	35
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	25	28'73
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'62	33'75
Cuddapah . . . . .	23'75	28'12	40	46'87	...	...	...	...	...	...	20	32'5
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	26'25	28'75	40'62	45'62	...	...	...	...	...	...	...	...
Tanjore . . . . .	23'75	28'12	44'37	51'87	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	22'5	27'5
<b>Mysore—</b>												
Mysore . . . . .	24'2	27'98	40'22	45'72	47'51	73'47	54'86	101'48	...	...	18'29	22'85
Bangalore . . . . .	25'5	29'31	36	54'37	60'31	62'72	54'02	54'88	...	...	26'12	24'5



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

RAJRA.		RAOI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		Districts.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
24'06	30'78	...	...	20	24'06	24'06	42'08	...	...	335'87	336'87	Rajputana— Eastern— Ajmer.
21'04	25	...	...	14'27	21'87	16'67	36'87	36'35	56'25	30	330	Panjab— Southern— Ferozpur.
20	27'08	...	...	14'22	25'85	17'24	37'24	31'35	55'16	336'87	236'27	Central— Lahore.
18'18	24'22	...	...	14'53	24'22	10'53	36'35	29'03	57'13	320	326'87	South-eastern— Delhi.
...	26'67	...	...	13'33	23'54	15'39	37'19	33'44	...	...	350	Submontane— Amritsar.
18'18	28'59	...	...	16'41	27'6	19'27	40'99	34'37	64'17	276'28	291'25	Northern— Rawalpindi.
15'92	28'54	...	...	15'99	25	21'85	48'08	...	...	320	336'87	Western— Multan.
22'34	35'12	...	...	...	...	22'5	41'25	...	70	345	365	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	19'84	35'73	...	...	...	322'3	Shikarpur.
...	...	...	...	28'5	33'12	...	...	47'3	...	320	330	Quetta.
16'3	25'08	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
...	...	...	...	...	...	...	...	...	...	...	...	Sholapur.
...	...	...	...	...	...	...	...	...	...	...	...	Poona.
15'52	31'04	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
...	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
20'32	36'04	...	...	...	...	...	...	25'75	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	24	48	26	52	323'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	38'06	23'5	51'62	280	250	Central— Jubbulpore.
...	...	...	...	...	...	18	48	81	62	265	275	Eastern— Raipur.
25	40	...	...	...	...	30'97	53'33	30'78	51'85	...	...	Berar— Basim.
18'44	36'50	...	...	...	...	25	44'37	30'78	61'5	360	320	Ellichpur.
...	...	...	...	...	...	...	...	...	56'87	300	380	Amrāoti.
20'62	21'87	...	...	...	...	41'25	80	...	...	380'62	400	Madras— South, central— Coimbatore.
...	...	21'85	22'5	...	...	...	...	...	...	342'5	368'42	Salem.
...	...	...	...	...	...	29'37	63'75	...	...	301'23	411'87	Central— Bellary.
21'25	26'87	...	...	...	...	...	...	...	...	328'75	333'12	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karnol.
...	...	27'5	29'37	...	...	...	...	30	37'5	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	31'87	60	...	...	337'5	329'37	East Coast, south— Madras.
...	...	21'25	25	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
23'62	26'87	...	...	...	...	...	...	31'25	25'62	...	...	Southern— Madras.
...	...	24'40	22'33	...	...	18'48	27'71	24'06	28'17	339'25	339'95	Mysore— Mysore.
...	...	24'5	21'31	...	...	34'25	39'1	50'90	65'80	394	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF NOVEMBER 1897 AND 1898—concluded.

Districts.	GŌR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	53'33	60'36	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	...	...	...	...	50	51'45	133'33	110	3'48	3'12	4'01	6'25
<i>Central—</i>												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	110'31	6'67	10	4'43	6'67
<i>South-eastern—</i>												
Delhi . . . . .	...	...	...	...	80	80	123'02	123'12	7'97	6'67	6'67	8'91
<i>Submontane—</i>												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5'31
<i>Northern—</i>												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	94'22	3'33	5	5	6'67
<i>Western—</i>												
Multan . . . . .	...	...	...	...	100	100	145'42	133'33	3'07	3'07	4'37	6'67
<b>Sind and Baluchistan—</b>												
<i>Karachi</i> . . . . .	...	85	...	...	...	125	130	107'5	...	...	...	...
Shikarpur . . . . .	...	47'5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<i>Dekan—</i>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	64'84	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	77'19	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Jubbulpore . . . . .	...	...	39	39	60	30	120	120	...	...	...	...
<i>Eastern—</i>												
Raipur . . . . .	...	...	40	43	118	120	120	120	...	...	...	...
<b>Bihar—</b>												
Batna . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	300	330	130	76'28	...	...	...	...
Amraoti . . . . .	...	...	...	...	120	200	125	105	31(a)	39(a)	...	...
<b>Madras—</b>												
<i>South, central—</i>												
Coinbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	51'25	71'87	...	...	...	...	121'25	115	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	51'25	80'12	...	...	...	...	...	...	...	...	...	...
Karaul . . . . .	...	...	...	...	52'5	66'37	73'75	66'87	...	...	...	...
<i>East Coast, central—</i>												
Neilore . . . . .	...	...	...	...	...	...	...	...	...	...	5'63	9
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore . . . . .	57'6	57'5	...	...	131'87	131'87	93'75	57'5	...	...	...	...
Tichinopoly . . . . .	...	...	...	...	118'12	118'12	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	115'87	111'87	...	...	...	...	4'37	5'62
<b>Mysore—</b>												
Mysore . . . . .	115'17	68'36	...	...	374	374	109'08	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	51'37	77'11	...	...	342'75	342'75	110'94	85'69	8'23	5'5	10'5	13'73

(a) For 100 pullies weighing on an average 158 lbs.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		RUSA.		SHEEP. PER SCORE.		GOATS, PER SCORE.		PLOWB BULLOCKS, PER PAIR.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
3'34	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'01	3'12	...	...	50	50	...	...	75	75	Punjab— Southern— Ferozepur.
...	6'67	...	...	100	100	...	...	112'3	105	Central— Lahore.
7'92	10	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
3'33	6'67	...	...	60	50	...	...	60	60	Northern— Rawalpindi.
5	3'33	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	...	...	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhule.
...	...	...	...	...	...	...	...	...	...	Gujarat— Sarat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	...	...	...	...	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Bihar— Basm. Ellichpur. Amrāoti.
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salem.
...	...	...	...	...	...	...	...	...	...	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	...	...	Mysore— Mysore. Bangalore.

FINANCE AND COMMERCE DEPARTMENT.

January 6, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

W. S. MEYER,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		HAJRA OR GUMHU (Panicillaria spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	22 —	12 —	19 14	13 14	...	...	...	...
Looy . . . . .	...	...	...	...	13 1	13 1	15 5	13 5	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	9 8	9 10	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Kangoon . . . . .	...	...	...	...	11 4	11 4	14 12	14 8	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 7	11 7	11 15	11 15	...	...	...	...
Bassan . . . . .	...	...	...	...	12 6	12 6	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Iherawadi . . . . .	...	...	...	...	12 5	12 5	16 7	16 7	...	...	...	...
Henzada . . . . .	...	...	...	...	14 4	14 4	14 4	14 4	...	...	...	...
Frume . . . . .	...	...	...	...	9 15	9 15	13 4	14 12	...	...	...	...
Loungoo . . . . .	...	...	...	...	13 3	14 9	14 14	10 8	...	...	...	...
Ibajetmyo . . . . .	13 6	13 6	...	...	11 3	11 6	13 12	13 12	39 3	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	17 9	18 15	...	...	11 13	10 9	12 13	12 13	...	...	...	...
Bamo . . . . .	...	...	...	...	10 3	10 3	13 9	13 9	...	...	...	...
Pakokku . . . . .	...	...	...	...	12 12	9 2	13 11	14 3	55 8	49 3	...	...
Meikila . . . . .	...	...	...	...	13 2	10 15	15 5	13 8	28 7	50 14	...	...
<i>Aragun—</i>												
Sandoway . . . . .	...	...	...	...	18 4	16 3	24 11	21 —	...	...	...	...
Kyaukpju . . . . .	...	...	...	...	12 4	12 13	13 3	13 13	...	...	...	...
Akayab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	8 6	8 6	...	...	10 8	12 4	13 4	13 4	...	...	...	...
Cachar . . . . .	...	...	...	...	6 14	6 14	10 11	10 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 —	5 —	...	...	5 —	5 —	6 8	6 8	...	...	...	...
Garo Hills . . . . .	9 —	...	...	...	4 —	4 —	15 —	14 —	...	...	...	...
Majhar . . . . .	...	...	...	...	26 —	26 —	34 —	32 —	...	...	...	...
<i>Assamoputra—</i>												
Goalpara . . . . .	19 —	18 —	...	...	5 —	6 —	14 —	13 —	...	...	...	...
Kannop . . . . .	9 8	9 8	...	...	9 —	9 —	13 8	13 8	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	8 —	8 —	12 —	12 —	...	...	...	...
Nongong . . . . .	...	...	...	...	5 —	5 —	13 —	11 —	...	...	...	...
Silassar . . . . .	...	...	...	...	6 8	6 8	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	12 4	12 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 5	12 —	...	...	...	...
<i>Eastern—</i>												
Backerganj . . . . .	...	...	...	...	12 —	13 —	13 8	14 5	...	...	...	...
Noakhali . . . . .	...	...	...	...	17 8	19 —	19 8	20 8	...	...	...	...
Chittagong . . . . .	...	...	...	...	11 —	11 —	15 —	18 —	...	...	...	...
Typpera . . . . .	...	...	...	...	12 —	13 —	14 —	13 —	...	...	...	...
Dacca . . . . .	13 —	13 —	26 —	26 —	13 —	13 —	20 —	20 —	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	10 —	10 —	13 —	13 —	...	...	...	...
<i>Orissa—</i>												
Khulna . . . . .	...	...	...	...	14 —	14 —	20 —	18 8	...	...	...	...
24 Parganas . . . . .	...	...	...	...	8 —	7 —	13 8	13 —	...	...	...	...
<i>Midnapur . . . . .</i>	12 —	12 —	...	...	11 —	11 —	15 —	14 —	...	...	...	...
Howrah . . . . .	...	...	...	...	10 4	11 —	20 —	19 —	...	...	...	...
Cakutta . . . . .	13 —	13 —	17 18	16 —	9 14	9 8	13 —	12 12	...	...	...	...
Hooghly . . . . .	12 —	12 —	...	...	8 —	7 9	12 4	11 4	18 3	16 12	14 5	14 8
Nousa (Kishnagarh) . . . . .	13 1	13 5	...	...	7 8	7 8	13 —	10 5	...	...	...	...
Jessore . . . . .	11 —	11 —	12 —	12 —	6 2	6 10	10 —	13 2	...	...	...	...
Faridpur . . . . .	19 —	19 —	18 —	18 —	10 8	11 —	18 —	19 —	...	...	...	...



The number of sars (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI ( <i>Eleusine coracana</i> ).		KANDNI OR KAKUM, ITALIAN MILET ( <i>Sorghum italica</i> ).		GRAM, CHENNA, GHOLA, KADALAY OR BUNAGA ( <i>Lycopersicon</i> ).		MAIZE ( <i>Zea Mays</i> ).		ARHAR, OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> ).		SALT.		Districts.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
101	100	101	100	100	100	100	100	100	100	15 —	15 —	<b>Burma—</b> <i>Tenasserim—</i> Mergoi. Tavoy. Moulmein and Aungmye.
102	100	101	100	100	100	100	100	100	100	14 10	14 10	
103	100	101	100	9 5	9 5	100	100	7 —	7 —	14 —	14 —	
104	100	101	100	11 2	11 2	20 8	20 8	9 —	9 —	14 3	14 3	<i>Pegu (deltaic)—</i> Pegu. Rangoon. Thongwa. Bassien.
105	100	101	100	14 13	14 8	100	100	10 —	10 —	12 —	12 —	
106	100	101	100	100	100	100	100	100	100	15 2	15 2	
107	100	101	100	9 13	9 13	100	100	100	100	15 15	15 15	<i>Pegu (inland)—</i> Tharawadi. Henzada. Promo. Toungoo. Thayetmye.
108	100	101	100	10 9	10 9	100	100	100	100	14 4	14 4	
109	100	101	100	11 14	13 3	100	100	5 11	5 11	14 4	14 4	
110	100	101	100	13 10	12 0	100	100	7 —	7 —	14 3	14 3	<i>Upper Burma—</i> Mandalay. Bamo. Pakokele. Makela.
111	100	101	100	14 3	14 3	56 2	56 2	9 13	10 10	11 6	11 6	
112	100	101	100	10 7	9 11	29 5	29 5	10 9	10 9	14 8	14 8	
113	100	101	100	10 11	10 11	100	100	6 7	6 7	15 2	14 6	<i>Arakan—</i> Sandoway. Kyaukpym. Akyab.
114	100	101	100	20 —	17 2	100	100	6 —	6 —	9 7	9 7	
115	100	101	100	14 3	14 3	56 14	56 14	5 —	5 —	14 3	14 3	
116	100	101	100	100	100	100	100	100	100	14 4	14 4	<b>Assam—</b> <i>Surma—</i> Sylhet. Cachar.
117	100	101	100	6 —	6 —	100	100	100	100	9 12	9 12	
118	100	101	100	10 8	10 8	100	100	100	100	8 —	9 21	
119	100	101	100	10 10	10 10	100	100	100	100	100	100	<i>Hill tracts—</i> Khaisi and Jaintia Hills. Garo Hills. Manipur.
120	100	101	100	6 —	6 —	11 —	11 —	100	100	7 —	7 —	
121	100	101	100	3 —	3 —	100	100	5 8	5 8	6 8	6 8	
122	100	101	100	100	100	100	100	3 —	3 —	3 6	3 6	<i>Brahmaputra—</i> Golapara. Kamrup. Darrang. Nowgong. Sibsagar. Lakhimpur.
123	100	101	100	12 —	13 —	100	100	100	100	10 —	10 —	
124	100	101	100	13 8	13 8	100	100	10 —	10 —	10 —	10 —	
125	100	101	100	10 —	10 —	100	100	100	100	10 —	10 —	<b>Bengal—</b> <i>Eastern hill tracts—</i> Naga Hills.
126	100	101	100	9 —	8 8	100	100	5 8	6 8	9 —	9 —	
127	100	101	100	10 —	10 —	100	100	100	100	8 8	8 8	
128	100	101	100	10 —	10 —	100	100	100	100	8 —	8 —	<i>Eastern—</i> Backerganj. Nonkhali.
129	100	101	100	10 —	10 —	100	100	100	100	10 —	10 —	
130	100	101	100	10 —	10 —	100	100	100	100	10 —	10 —	
131	100	101	100	13 —	12 —	100	100	100	100	10 8	11 —	<i>Chittagong.</i> Tippera. Dacca. Mauzensingh.
132	100	101	100	15 —	15 —	100	100	14 —	14 —	8 —	8 —	
133	100	101	100	8 —	8 —	100	100	10 —	10 —	9 14	9 14	
134	100	101	100	100	100	100	100	100	100	9 5	9 5	<i>Deltaic—</i> Kbulta. 24 Parganas. Midnapur.
135	100	101	100	13 —	13 —	100	100	11 —	11 —	10 —	10 —	
136	100	101	100	18 —	16 —	100	100	11 8	11 8	10 6	10 6	
137	100	101	100	15 —	15 —	100	100	100	100	11 —	11 —	Howrah. Calcutta. Hooghly. Medinipur (Krishnagar). Jessore. Cuttack.
138	100	101	100	15 8	15 8	100	100	11 4	11 4	10 8	10 21	
139	100	101	100	16 —	14 8	22 —	20 —	12 4	12 4	10 —	10 —	
140	100	101	100	10 —	10 —	100	100	11 —	7 —	10 —	10 —	
141	100	101	100	22 1	20 —	100	100	24 10	20 —	12 7	12 7	
142	100	101	100	10 —	16 —	100	100	18 —	18 —	10 —	10 —	
143	100	101	100	18 —	18 —	100	100	100	100	10 —	10 —	

\* Not procurable.



## RETAIL PRICES FOR THE 2ND HALF OF NOVEMBER 1898—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia opicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Bengal—continued.												
Central—												
Bankura . . . . .	13 82	13 18	...	...	23 12	12 8	21 4	17 8 and 21 4	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	11 11	10 11	19 11	18 8	...	...	...	...
Birbhum . . . . .	15 11	13 8	...	...	12 11	12 11	18 11	16 8	...	...	...	...
Murshidabad . . . . .	18 11	15 11 and 17 12	...	...	13 11 and 15 11	13 11	17 8	18 11	...	...	...	...
Santhal Parganas . . . . .	13 8	13 8	20 11	22 8	12 4	13 11	23 6	18 11	...	...	...	...
Palna . . . . .	15 11	15 11	22 8	22 8	6 8	6 11	18 0	18 12	...	...	...	...
Bogra . . . . .	15 11	15 11	...	...	9 13 11	10 8	24 11	18 11	...	...	...	...
Rajshahi . . . . .	18 11	16 8	24 11	27 8	15 11	13 8	17 4	17 4	...	...	...	...
Malda . . . . .	18 11	18 11	...	...	10 11	9 11	17 11	16 11	...	...	...	...
Northern—												
Dangpur . . . . .	11 11	12 11	...	...	7 8	7 8	15 11	15 11	...	...	...	...
Dinajpur . . . . .	16 11	12 11	16 11	16 11	11 4	12 11	16 12	17 11	...	...	...	...
Jalpaiguri . . . . .	12 11	12 8	...	...	5 8	5 8	24 11	13 11	...	...	...	...
Middle—												
Darjeeling . . . . .	9 11	8 11	10 11	9 11	5 4	5 8	15 11	14 11	...	...	...	...
Orissa—												
Puri . . . . .	10 11	10 11	...	...	9 3	8 6	17 2	17 2	...	...	...	...
Cuttack . . . . .	11 13	11 13	...	...	10 8	9 3	16 6	15 2	...	...	...	...
Balasore . . . . .	13 11	13 11	10 8	11 11	14 11	13 11	18 11	10 11	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	16 11	8 11	...	...	16 11	16 11	20 11	20 11	...	...	...	...
Manbhum . . . . .	13 11	12 11	20 11	...	11 11	11 8	20 11	23 11	...	...	...	...
Lohardaga . . . . .	12 11 to 12 11	12 11 to 12 11	16 11	16 11	10 11	9 11	19 11	19 11	...	...	...	...
Palamau . . . . .	18 11	15 12	30 6	30 6	15 12	15 3	20 4	19 13	...	...	...	...
Hazaribagh . . . . .	13 11 and 14 5	13 11	22 11	22 8	8 11	8 11	27 8	17 11	...	...	...	...
Bihar, south—												
Monohyr . . . . .	18 11	16 11	22 11	18 11	10 8	10 11	14 11	14 11	...	...	...	...
Gaya . . . . .	16 8	16 11	27 11	25 11	11 11	9 4	19 8	16 11	26 11	16 11	...	...
Patna . . . . .	20 11	16 8	31 11	27 11	15 11	13 11	21 11	18 11	...	...	...	...
Shahabad . . . . .	18 11 and 19 11	15 8 and 16 11	...	24 11	9 11 and 10 11	9 11 and 10 11	14 11 and 16 11	13 8 and 17 11	...	...	...	...
Bihar, north—												
Patna . . . . .	19 11	12 11	...	...	12 11	12 11	20 11	20 11	...	...	...	...
Bhagalpur . . . . .	16 8	16 8	28 11	25 4	12 11	12 10	19 11	17 12	...	...	...	...
Laharlanya . . . . .	16 11	13 11	19 11	18 8	11 11	10 8	12 11	13 11	...	...	...	...
Monahpur . . . . .	16 11	10 11	25 11	25 11	7 11	7 11	13 11	13 11	...	...	...	...
Baran . . . . .	17 11	10 11	25 8	23 11	9 11	8 11	16 8	16 11	...	...	...	...
Champaran . . . . .	14 8	16 11	21 11	21 11	6 8	6 8	15 8	15 11	...	...	...	...
N.-W. Provinces—												
Eastern—												
Muzaffarpur . . . . .	14 10	14 4	23 11	20 8	5 8	11 11	13 11	13 11	22 11	20 11	21 11	19 8
Benares . . . . .	15 9 11	15 9 11	25 6	24 2	7 15 11	7 15	13 6 11	13 11	...	...	21 8	20 9
Chhapar . . . . .	16 11	16 11	24 8	23 11	7 8	7 8	14 4	14 4	24 11	22 8	15 8	15 8
Jaunpur . . . . .	10 12	10 8	20 11	20 11	6 11	6 11	15 8	14 8	...	...	...	...
Allahabad . . . . .	15 11	14 11	23 8	21 8	9 8	9 11	14 11	14 11	26 11	23 11	22 8	20 11
Central—												
Bandu . . . . .	15 8	14 8	26 11	20 11	5 8	5 8	14 11	14 11	28 11	25 11	25 11	24 11
Kanpur . . . . .	16 8	16 11	24 11	23 8	8 11	7 11	16 8	16 11	32 11	28 11	28 11	24 11
Hamirpur . . . . .	15 8	15 11	22 11	22 11	7 11	7 11	12 11	11 8	30 11	26 11	26 11	24 11
Jalaun . . . . .	15 4	15 4	24 11	23 11	6 11	6 11	13 11	13 11	30 11	26 11	25 11	25 11
Cawnpore . . . . .	17 4	17 11	26 11	27 11	...	...	13 12	13 11	30 11	26 11	26 11	20 11
Jaunpur . . . . .	15 8	15 11	26 12	26 12	9 11	9 11	14 4	14 8	24 11	27 8	23 11	23 11
Etawah . . . . .	17 12	17 12	28 11	25 8	5 11	5 11	15 8	15 11	30 8	27 8	25 12	22 8
Farrukhabad . . . . .	19 1	18 12	32 11	31 0	4 12	4 12	12 12	12 4	20 11	...	28 10	26 9
Meerut . . . . .	19 6	18 12	31 11	28 8	...	4 8	12 11	12 11	30 11	27 8	31 11	31 11
Math . . . . .	20 11	19 0	30 4	34 8	...	...	16 11	16 3	34 8	33 12	28 8	27 8
Western—												
Meerut . . . . .	17 11	17 11	23 11	23 11	4 11	4 11	12 11	12 11	23 11	23 11	20 11	20 11
Agra . . . . .	10 11	16 4	28 8	28 11	8 11	8 11	10 11	10 11	28 8	23 11	25 11	24 11
Aligarh . . . . .	17 8	17 11	29 12	28 4	6 11	6 11	12 4	12 4	32 8	20 11	25 8	24 11
Amroha . . . . .	18 11	17 8	30 11	29 11	...	4 8	12 11	12 11	29 11	29 11	26 11	24 11
Bulandshahr . . . . .	18 8	18 8	30 11	31 8	5 11	5 11	12 11	12 11	31 11	30 11	25 11	24 11
Submontane, east—												
Buland . . . . .	15 11	15 11	23 12	21 11	6 12	6 12	11 4	11 4	...	...	20 11	20 11
Aligarh . . . . .	10 11	16 11	24 12	24 5	4 7	4 7	15 8	15 7	...	...	25 11	24 11
Etawah . . . . .	20 11	18 12	26 11	25 11	12 11	12 11	16 11	16 11	27 11	25 3	27 11	23 11
Mathura . . . . .	19 0	18 11	26 11	25 11	10 4	10 4	17 12	17 5	...	...	...	...



Represent the number of mers (of 80 tolas) and shillaghs sold for one rupee.)

MAHUA OR BAGI (Hibiscus coronatus).		KANDU OR RAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHHOLA, KADALAY OR KUNABA (Cicer arietinum var.).		MAIZE (Zea Mays).		ARHAR, OR THUR, SADIAN PEA (Cajanus indicus).		SALT.		Districts.
Half-month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
Bengal—continued.												
...	...	...	...	14 —	14 —	...	...	12 —	12 —	10 —	10 —	Central— Bakura.
...	...	...	...	16 8	16 8	...	...	15 —	15 —	11 8	11 8	Bardwan.
...	...	...	...	16 —	16 8	...	...	18 —	20 —	10 8	10 8	Birbhum.
...	...	...	...	22 14	22 13	...	...	26 10	26 10	10 12	10 8	Murshidabad.
...	...	...	...	17 —	16 8	39 —	39 —	23 8	24 —	9 4	9 4	Saonthal Pargana.
...	...	...	...	16 8	16 8	...	...	22 —	22 —	9 12	9 12	Pabna.
...	...	...	...	15 5	15 —	...	...	...	...	9 12	9 12	Rogra.
...	...	...	...	24 —	22 8	...	...	23 12	24 —	9 12	10 3	Rajshahi.
...	...	...	...	22 —	20 —	...	...	...	...	9 —	9 —	Maldia.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	
...	...	...	...	15 —	15 —	18 —	18 —	9 —	9 —	9 —	9 —	Northern— Rangpur.
...	...	...	...	19 —	12 —	...	...	...	...	10 8	10 —	Dinajpur.
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Jalpaiguri.
14 —	14 —	...	...	11 —	11 —	26 —	26 —	8 —	8 —	8 —	8 —	Hills— Darjeeling.
...	...	...	...	12 10	12 10	...	...	15 7	14 7	13 4	13 8	Orissa— Puri.
...	...	...	...	17 10	16 7	...	...	19 11	19 11	10 12	10 12	Cuttack.
...	...	...	...	15 —	15 —	...	...	10 8	10 —	11 8	11 8	Salasore.
...	...	...	...	9 —	9 —	...	...	16 —	16 —	7 —	7 —	Chota-Nagpur— Singbhum.
...	...	...	...	17 —	16 —	...	...	20 —	18 —	10 —	10 —	Masbhum.
34 —	35 —	...	...	16 —	16 —	24 —	25 —	15 —	15 —	9 —	9 —	Lohardaga.
33 12	34 —	...	...	27 —	27 —	33 12	31 8	27 —	27 —	9 4	9 —	Paimon.
17 —	27 —	...	...	18 —	17 —	26 —	24 —	18 —	17 —	8 —	9 —	Hazaribagh.
...	...	...	...	22 —	21 —	35 —	33 —	21 —	21 —	10 —	10 —	Bihar, south— Monghyr.
30 —	35 —	14 8	14 —	25 —	23 —	36 —	25 —	21 —	20 —	10 —	10 —	Gaya.
32 —	30 —	24 —	24 —	25 8	23 —	36 —	31 —	25 8	24 —	11 —	11 —	Pate.
...	...	...	...	24 —	21 —	31 —	...	20 —	...	10 8	10 —	Shahabad.
...	...	...	...	25 —	22 —	32 —	22 —	21 —	...	10 8	10 8	Bihar, north— Purnea.
...	...	...	...	...	...	...	...	...	...	10 8	10 8	Bhagalpur.
28 —	24 —	...	...	21 8	21 8	38 —	35 8	16 10	20 4	10 —	10 —	Darbhanga.
25 —	23 —	...	...	19 —	16 —	27 8	25 —	16 —	18 —	10 —	10 —	Muzaffarpur.
24 —	22 —	16 —	16 —	19 —	19 —	25 —	25 —	22 —	22 —	11 —	11 —	Saran.
...	...	...	...	23 —	20 —	26 —	24 —	22 —	22 —	10 8	10 8	Champaran.
...	...	...	...	21 —	19 —	24 —	24 —	20 —	19 —	10 4	10 —	
N.-W. Provinces—												
...	...	16 —	10 —	18 —	18 8	22 —	20 —	16 —	17 —	10 —	10 —	Eastern— Mirzapur.
...	...	15 7	14 15	22 1	22 4	27 15	27 8	13 —	14 12	10 12	10 11	Benares.
...	...	16 —	16 —	22 9	21 4	26 —	24 —	10 8	10 4	9 8	9 8	Ghazipur.
...	...	...	...	21 —	20 —	26 —	26 —	13 —	18 —	11 4	11 4	Jaunpur.
...	...	19 8	17 8	19 4	19 —	22 8	22 8	22 —	20 8	10 8	10 8	Allahabad.
...	...	20 —	20 —	23 —	21 8	...	...	16 8	15 —	11 —	11 —	Central— Banda.
...	...	...	...	21 8	19 8	...	...	10 —	15 8	10 12	10 12	Fatehpur.
...	...	...	...	25 —	24 —	27 —	24 —	10 —	16 —	10 4	10 4	Hamirpur.
14 —	14 —	21 —	20 —	25 —	25 —	...	...	10 —	16 —	10 8	10 12	Jalau.
38 —	27 —	25 —	25 —	22 8	21 8	34 —	32 —	17 8	17 —	11 12	11 12	Cawnpore.
...	...	...	...	24 —	21 12	34 —	33 —	17 —	17 4	11 —	11 —	Jhansi.
30 —	25 —	20 —	18 —	24 4	22 8	30 8	20 8	19 —	17 —	11 8	11 —	Kanah.
...	...	...	...	25 14	24 8	36 12	32 11	20 —	17 11	11 5	11 9	Farukhabad.
...	...	...	...	22 8	21 8	33 8	31 —	18 8	17 8	11 —	11 —	Mainpuri.
...	...	...	...	23 4	21 4	42 8	37 8	17 4	10 8	11 5	11 8	Kash.
...	...	...	...	19 8	19 —	24 —	23 —	15 8	21 8	11 8	11 8	Western— Morad.
...	...	39 —	35 7	21 —	22 —	29 —	30 —	15 —	17 —	12 4	12 —	Agra.
...	...	19 —	16 —	23 4	23 4	29 12	37 —	17 4	20 4	12 —	12 —	Mettu.
...	...	...	...	15 —	23 —	29 —	33 8	18 —	15 8	11 8	11 8	Aligarh.
...	...	26 —	20 —	21 —	21 8	31 8	29 —	16 —	15 —	11 8	11 —	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Shermontane, east— Dalla.
24 —	24 —	18 —	20 —	22 4	22 —	22 —	23 —	15 8	15 8	10 —	10 —	Azamgarh.
23 3	25 3	19 13	19 13	19 6	18 7	22 13	30 10	16 —	18 —	10 0	10 0	Gondaypur.
...	...	...	...	18 8	18 4	23 —	22 8	17 8	17 8	11 4	10 12	Basti.

\* Kail.

† Unhusked.



## RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHOLU ( <i>Sorghum vulgare</i> ).		Bajra OR GUMBU ( <i>Pennisetia spicata</i> ).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
N.W. Provinces—contd.												
Saharanpur, west— Shahjahanpur . . . . .	30 —	18 8	33 —	32 —	5 4	5 4	15 8	15 —	—	—	28 —	26 —
Budaon . . . . .	19 —	19 —	34 —	34 —	7 8	8 8	15 —	15 —	26 —	30 —	26 —	25 8
Pilibet . . . . .	16 8	18 —	31 4	31 4	5 —	5 4	14 —	14 8	—	—	21 4	24 —
Barili . . . . .	17 8	16 4	26 4	27 8	3 12	5 —	12 8	10 10	26 12	27 8	26 4	23 12
Moradabad . . . . .	18 4	17 10	29 —	28 8	5 —	5 —	13 —	13 7	32 8	—	27 —	23 —
Bijnor . . . . .	17 7	17 2	27 —	27 —	4 8	4 8	12 15	12 15	—	—	21 10	21 6
Muzaffarnagar . . . . .	18 11	18 2	28 10	28 10	—	5 —	12 10	12 10	24 4	24 4	22 —	23 10
Saharanpur Dehra-Dun . . . . .	17 11	17 11	29 8	29 8	4 13	4 13	11 13	11 13	23 10	23 10	23 13	23 10
	10 4	10 4	20 12	20 12	6 4	6 4	12 12	12 12	22 —	22 —	21 —	21 —
Hills—												
Naini Tal . . . . .	14 8	14 8	21 —	21 —	4 —	4 —	11 —	11 —	—	—	—	—
Almora . . . . .	13 4	12 8	16 —	16 —	5 4	4 4	11 —	11 —	—	—	—	—
Gardwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
Oudh—												
Southern—												
Partabgarh . . . . .	18 —	17 8	28 —	27 —	7 —	7 —	16 —	15 8	28 —	28 —	27 —	25 —
Sultanpur . . . . .	19 —	19 —	28 8	26 —	5 —	6 —	19 —	18 —	26 —	25 —	24 —	21 —
Rae-Bareilly . . . . .	20 —	18 8	26 —	25 —	5 —	5 —	18 —	17 —	30 8	30 —	27 8	26 —
Unao . . . . .	17 8	17 —	25 —	25 —	6 8	6 8	16 —	16 —	26 —	26 —	26 —	26 —
Lucknow . . . . .	18 8	18 —	32 8	29 8	5 8	5 8	15 —	14 8	29 —	28 —	26 8	29 —
Hardoi . . . . .	19 —	19 —	35 —	26 —	—	7 —	20 —	20 —	35 —	—	30 —	31 —
Northern—												
Fyzabad . . . . .	19 —	18 8	29 —	26 —	12 —	11 —	17 8	17 —	28 —	27 —	23 —	21 —
Barabanki . . . . .	18 12	18 4	24 —	24 —	6 —	6 —	15 —	15 —	25 —	25 —	25 —	25 —
Gonda . . . . .	19 12	18 10	32 8	30 8	—	—	17 8	16 4	32 8	30 8	25 —	23 —
Bahraich . . . . .	21 —	18 —	40 —	40 —	7 —	6 —	19 —	15 —	40 —	—	24 —	—
Sitapur . . . . .	19 4	20 —	33 —	35 —	5 —	5 —	15 8	16 —	32 —	—	29 —	39 —
Kheri . . . . .	19 —	18 —	40 —	39 —	5 —	—	16 —	16 5	40 5	—	—	—
Rajputana—												
Eastern—												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 13	7 13	10 15	10 15	32 13	32 13	—	—
Banswara . . . . .	13 12	12 7	15 —	15 —	6 4	6 4	15 —	15 —	—	—	—	—
Mewar (Udaipur) . . . . .	14 2	14 7	21 7	21 7	8 3	8 3	8 8	8 8	20 3	23 13	12 1	13 4
Hilly tracts of Mewar (Dungarpur) . . . . .	16 —	16 8	21 —	19 —	6 8	6 4	8 8	8 8	—	—	—	—
Sirohi . . . . .	12 —	12 —	20 —	20 —	5 —	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Erinpura . . . . .	13 10	13 10	20 12	20 14	6 4	6 4	7 4	7 4	—	—	—	—
Ajmere . . . . .	14 2	14 2	20 —	19 13	6 5	6 5	9 2	9 2	22 —	22 —	18 —	18 —
Abu . . . . .	11 14	12 10	18 —	—	5 12	5 12	6 7	6 8	16 8	17 8	14 8	14 —
Kishengarh . . . . .	13 12	14 —	19 12	20 —	5 8	5 12	7 —	7 —	21 8	21 12	17 4	17 8
Bundi . . . . .	18 2	17 —	34 2	30 12	6 8	6 8	7 —	7 8	40 —	40 —	24 —	24 —
Kotah . . . . .	19 8	19 4	29 12	27 12	6 4	6 4	6 10	6 10	39 8	32 8	19 12	19 4
Jhalawar . . . . .	16 10	16 9	32 5	30 14	7 13	7 13	11 7	11 7	32 15	34 5	23 5	20 —
Tonk . . . . .	15 9	13 4	24 13	22 —	4 —	4 —	7 —	7 —	35 7	26 4	21 3	20 12
Jaipur . . . . .	13 4	13 8	21 8	21 4	4 4	4 4	6 8	6 8	22 —	23 —	19 4	19 8
Karauli . . . . .	10 9	16 9	30 10	26 4	10 —	10 —	11 4	11 4	33 2	26 4	24 6	24 6
Dholpur . . . . .	16 3	16 9	27 —	27 —	8 12	8 12	9 9	9 7	30 10	28 5	27 4	20 13
Bharatpur . . . . .	17 3	16 11	30 —	28 6	5 —	5 —	8 —	8 —	34 3	29 4	24 14	24 14
Alwar . . . . .	15 13	15 8	23 12	23 13	5 12	5 12	9 2	8 14	24 15	23 8	22 2	20 10
Deoli Cantonment . . . . .	16 3	15 5	23 1	23 2	4 —	4 —	6 —	6 —	27 12	26 10	22 3	21 9
Nasirabad Cantonment . . . . .	14 12	14 8	—	—	7 —	6 8	10 —	9 —	33 8	23 —	18 8	17 —
Bikaner . . . . .	15 6	15 12	—	—	5 8	5 8	7 8	7 8	—	—	14 10	14 10
Andhra . . . . .	12 8	12 12	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Shahpura . . . . .	16 —	16 —	18 8	21 —	7 8	8 —	9 8	10 —	21 12	22 —	14 —	14 8
Western—												
Jodhpur . . . . .	12 3	12 8	17 13	17 13	6 4	6 4	7 8	7 8	17 13	17 8	15 10	15 —
Jaisalmer . . . . .	12 13	12 13	—	—	6 —	6 —	10 8	10 —	10 —	14 —	13 3	13 —
Bikaner . . . . .	13 11	13 8	16 —	17 —	3 12	3 12	5 4	5 8	—	—	15 7	16 —
Central India—												
Indore . . . . .	13 12	13 —	20 8	20 —	8 —	8 —	9 —	9 —	29 —	31 —	20 4	22 4
Nimach Cantonment . . . . .	15 —	15 —	—	—	7 —	7 —	8 —	8 —	20 —	20 —	19 —	18 8
Gwalior . . . . .	14 3	14 2	20 9	22 12	6 4	6 —	6 14	6 6	24 7	19 10	20 14	16 5
Punjab—												
Southern—												
Ferozepur . . . . .	16 —	17 —	26 —	25 —	—	—	10 —	10 —	22 —	22 —	19 —	18 —
Ludhiana . . . . .	17 —	18 —	34 —	30 —	—	—	10 —	10 —	25 —	25 —	19 —	19 —
Central—												
Lahore . . . . .	18 —	18 —	33 —	34 —	—	—	12 —	12 —	25 —	25 —	19 —	19 —
Amritsar . . . . .	20 —	20 —	40 —	35 —	—	—	14 —	13 —	23 —	23 —	24 —	24 —
Lyallpur . . . . .	19 —	19 —	36 —	35 —	—	—	12 —	12 —	23 —	23 —	21 —	21 —
Sheikhan . . . . .	19 —	19 —	34 —	34 —	—	—	12 —	12 —	24 —	24 —	24 —	24 —



Represent the number of sera (of 80 talas) and abstracts sold for one rupee.)

MAHARAJA OF BAGI (Sera) (Sera)		KANGRI OR KAKUN, ITALIAN MILLET (Sera) (Sera)		GHAN, CHENNA, RADALAY OR BUNAWA (Cicer) (Sera)		MAKER (Zea Mays).		ANAR, OR FUR, GADIAN PRA (Cicer) (Sera)		SALT,		DISTRIBUTION.	
Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.		
N. W. Provinces—contd.													
Submontane, west—													
Shahjahanpur.													
...	...	34 —	...	24 —	22 —	30 —	...	17 —	16 4	11 —	11 —	Badaun.	
...	...	21 —	28 —	25 —	25 8	33 —	33 1	17 8	17 8	10 12	10 12	Filibet.	
...	...	...	...	21 —	21 —	31 —	31 8	17 —	16 8	21 —	21 —	Haroh.	
...	...	22 8	22 8	20 —	19 6	33 12	31 4	13 12	13 2	10 —	10 —	Moradabad.	
...	...	20 —	20 —	18 12	18 9	34 —	31 —	15 —	15 —	11 —	11 —	Bijnor.	
...	...	...	...	19 2	18 9	...	...	13 8	13 8	11 —	11 —	Muzaffargarh.	
...	...	...	...	20 7	19 13	25 53	25 6	14 5	11 —	11 4	11 4	Saharanpur.	
23 10	23 10	26 14	26 14	20 7	19 13	31 3	27 11	15 1	15 1	11 4	11 4	Dehra-Dun.	
27 —	27 —	...	...	18 8	18 8	26 —	26 —	12 —	12 —	10 8	10 8	Hills—	
...	...	...	...	14 —	14 —	...	...	10 —	10 —	8 —	8 —	Naini Tal.	
17 —	17 —	...	...	14 8	13 —	...	...	11 —	11 3	8 8	8 8	Almora.	
...	...	...	...	8 —	8 —	...	...	7 —	7 —	6 —	6 —	Garhwal.	
Oudh—													
Southern—													
...	...	28 —	...	21 —	20 12	...	...	16 —	16 —	10 12	10 12	Partabgarh.	
32 —	32 —	...	...	24 —	23 —	23 —	23 —	13 —	13 —	10 8	10 8	Sultanpur.	
30 —	30 —	28 —	35 —	18 —	19 —	27 —	22 —	15 —	15 —	11 —	11 —	Ramgarh.	
...	...	32 —	24 —	19 8	18 8	33 —	32 —	17 —	16 —	11 —	11 —	Unao.	
...	...	...	...	20 —	20 —	30 —	28 —	18 —	18 —	11 4	11 4	Lucknow.	
...	...	26 8	27 —	28 —	28 —	32 —	...	12 —	12 —	10 8	10 8	Hardoi.	
...	...	...	...	24 8	23 8	27 —	26 8	18 12	18 —	11 —	11 —	Northern—	
...	...	...	...	21 —	20 8	30 —	30 —	18 —	18 —	11 —	11 —	Fyzabad.	
...	...	...	...	21 —	20 8	30 —	30 —	18 —	18 —	11 —	11 —	Barabanki.	
...	...	14 —	14 —	24 12	22 12	30 8	30 8	17 4	17 4	10 8	10 8	Gonda.	
...	...	18 —	13 —	20 —	24 —	34 —	31 —	16 8	16 8	10 —	10 —	Bahraich.	
49 —	42 —	20 —	20 —	24 —	24 —	32 —	31 —	16 8	16 8	11 —	11 —	Sitapur.	
42 —	...	...	...	23 —	28 —	40 —	30 —	16 —	17 —	11 —	11 —	Kheri.	
Rajputana—													
Eastern—													
...	...	...	...	23 2	23 7	37 8	37 8	12 8	12 8	20 9	20 9	Partabgarh.	
...	...	...	...	20 —	20 —	33 12	33 12	...	...	8 2	7 8	Bagawara.	
...	...	12 8	13 4	14 7	14 7	44 3	43 7	10 8	10 8	10 2	10 5	Mewar (Udaipur).	
...	...	16 8	16 —	19 —	18 —	30 —	30 —	...	...	10 —	10 —	Hilly Tracts of Mewar (Dungarpur).	
...	...	...	...	16 —	16 —	18 —	18 —	...	...	11 8	11 —	Sirohi.	
...	...	...	...	19 5	19 5	22 —	21 13	...	...	12 4	12 4	Enopura.	
...	...	7 8	7 8	17 8	17 8	22 —	21 13	...	...	12 8	12 8	Ajmera.	
...	...	...	...	17 —	17 —	20 —	19 —	8 12 4	8 12 4	11 —	11 —	Abu.	
...	...	...	...	10 4	10 8	19 —	19 —	9 12	9 12	11 12	11 12	Kishangarh.	
...	...	...	...	20 12	19 —	30 12	30 8	...	...	10 12	10 8	Bundi.	
...	...	...	...	22 12	22 —	39 8	39 8	8 14	8 14	10 6	10 6	Kotah.	
...	...	20 8	20 8	20 3	19 10	40 7	45 2	10 13	10 13	9 9	9 11	Jhalawar.	
...	...	...	...	18 10	18 —	20 9	22 12	...	...	10 2	10 —	Tonk.	
...	...	...	...	27 4 3	27 12 3	23 —	23 —	19 —	19 —	12 —	12 —	Jaipur.	
...	...	21 —	21 —	20 8	24 —	...	...	25 —	25 —	10 15	10 15	Keroli.	
...	...	24 1	24 1	24 1	23 14	...	...	16 14	16 14	11 8	11 13	Dholpur.	
...	...	22 8	22 8	23 5	23 12	25 —	22 8	12 15	12 11	11 12	11 12	Bharatpur.	
...	...	22 8	22 8	22 4	20 14	23 11	23 14	23 —	23 —	12 10	12 10	Alwar.	
...	...	14 —	14 —	19 —	19 —	...	...	...	...	11 8	11 8	Doon Cantonment.	
...	...	...	...	18 8	18 —	...	...	13 —	13 —	11 5	11 5	Nasirabad Cantonment.	
...	...	...	...	9 —	9 —	...	...	...	...	11 5	11 5	Baher.	
...	...	...	...	16 8	17 —	19 12	20 —	8 —	8 —	12 —	12 —	Anand.	
...	...	...	...	16 8	15 —	18 10	21 —	...	...	11 2	10 12	Shahpura.	
Western—													
...	...	...	...	14 10	14 11	18 12	18 12	9 6	8 12	12 13	12 13	Jalpur.	
...	...	...	...	12 —	12 —	...	...	9 —	9 4	11 —	11 —	Jaisalmer.	
...	...	...	...	16 8	16 8	...	...	...	...	12 —	12 —	Bikaner.	
Central India—													
...	...	...	...	17 8	16 4	34 —	33 8	24 —	22 4	11 —	11 —	Indore.	
...	...	...	...	17 8	16 8	...	...	11 —	11 —	12 —	12 —	Nimach Cantonment.	
...	...	3 3	2 3	19 14	18 1	25 8	24 2	17 8	10 10	9 7	9 2	Gwalior.	
Panjab—													
Southern—													
...	...	...	...	23 —	24 —	38 —	36 —	11 —	11 —	12 8	12 8	Hissar.	
...	...	...	...	24 —	25 —	...	...	...	...	12 8	12 8	Ferozepur.	
Central—													
...	...	...	...	22 —	23 —	37 —	38 —	12 —	12 —	12 14	12 14	Lahore.	
...	...	...	...	24 —	25 —	35 —	34 —	...	...	13 8	13 8	Lyallpur.	
...	...	...	...	24 —	25 —	35 —	34 —	...	...	14 —	14 —	Amritsar.	
...	...	...	...	21 —	22 —	35 —	34 —	...	...	14 —	14 —	Jalandhar.	

\* Not sold.

† Not produced.

‡ Not procured.

§ Landed.

|| Husked.



## RETAIL PRICES FOR THE 2nd HALF OF NOVEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR DHOLU (Sorghum vulgaris).		BAJRA OR CUMBI (Pennisetum spicata).	
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Best sort.		Common.		Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
					Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.				
Panjab—continued.												
South-eastern—												
Gurgaon . . . . .	16 —	16 —	25 —	24 —	...	...	9 —	9 —	24 —	23 —	22 —	21 —
Delhi . . . . .	17 —	17 —	25 —	25 —	...	...	12 —	11 —	25 —	23 —	22 —	21 —
Rohtak . . . . .	17 —	16 —	24 —	24 —	...	...	13 —	13 —	24 —	22 —	21 —	20 —
Karnal . . . . .	18 —	17 —	31 —	28 —	...	...	8 —	12 —	27 —	26 —	20 —	20 —
Submontane—												
Ankita . . . . .	20 —	20 —	25 —	25 —	...	...	12 —	10 —	26 —	25 —	21 —	21 —
Ludhiana . . . . .	22 —	21 —	34 —	34 —	...	...	11 —	10 —	29 —	28 —	23 —	22 —
Jalandhar . . . . .	21 —	21 —	30 —	30 —	...	...	10 —	8 —	20 —	20 —	24 —	21 —
Hoshiarpur . . . . .	20 —	20 —	28 —	28 —	...	...	12 —	12 —	23 —	26 —	16 —	17 —
Gurdaspur . . . . .	21 —	20 —	40 —	40 —	...	...	13 —	12 —	25 —	28 —	11 —	11 —
Amritsar . . . . .	19 —	19 —	34 —	31 —	...	...	11 —	11 —	25 —	27 —	18 —	22 —
Sialkot . . . . .	19 —	18 —	33 —	33 —	...	...	14 —	14 —	31 —	31 —	22 —	24 —
Hills—												
Simla . . . . .	16 —	15 —	21 —	21 —	...	...	10 —	10 —	24 —	20 —	17 —	17 —
Kangra . . . . .	20 —	20 —	28 —	28 —	...	...	15 —	15 —	†	†	†	†
Northern—												
Kaunpindi . . . . .	17 —	17 —	30 —	29 —	...	...	9 —	9 —	31 —	31 —	22 —	22 —
Hazara . . . . .	18 —	18 —	29 —	29 —	...	...	10 —	10 —	31 —	31 —	18 —	18 —
Peshawar . . . . .	16 —	15 —	31 —	29 —	...	...	10 —	9 —	35 —	35 —	19 —	19 —
Kohat . . . . .	16 —	16 —	24 —	26 —	...	...	13 —	12 —	37 —	37 —	20 —	21 —
Hannu . . . . .	20 —	20 —	36 —	36 —	...	...	14 —	14 —	41 —	41 —	22 —	25 —
Western—												
Shahpur . . . . .	20 —	20 —	30 —	30 —	...	...	8 —	8 —	22 —	22 —	22 —	21 —
Jhang . . . . .	19 —	19 —	26 —	25 —	...	...	12 —	8 —	31 —	28 —	26 —	25 —
Multan . . . . .	16 —	16 —	24 —	23 —	...	...	16 —	16 —	25 —	24 —	20 —	20 —
Montgomery . . . . .	19 —	19 —	†	†	...	...	10 —	10 —	†	†	†	†
Dera Ismael Khan . . . . .	18 —	19 —	24 —	25 —	...	...	8 —	8 —	25 —	23 —	24 —	†
Muzaffargarh . . . . .	18 —	18 —	23 —	24 —	...	...	15 —	15 —	20 —	20 —	23 —	22 —
Dera Ghazi Khan . . . . .	16 —	15 —	22 —	21 —	...	...	14 —	14 —	22 —	21 —	21 —	21 —
Sind and Baluchistan—												
Karachi . . . . .	13 —	14 —	...	...	8 —	8 —	9 —	9 —	19 —	23 —	16 —	23 —
Hyderabad . . . . .	13 —	13 —	...	...	7 —	7 4	10 —	10 —	20 —	20 —	20 —	20 —
Tar and Parkar (Unarkot) . . . . .	13 —	13 —	...	...	19 —	19 —	20 —	20 —	...	...	18 —	18 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	28 —	22 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	8 —	8 —	9 —	9 —	32 —	32 —	27 —	27 —
Quetta . . . . .	13 8	13 8	17 —	17 —	4 —	4 —	7 —	7 —	20 —	20 —	15 8	15 —
Bombay—												
Konkan—												
Karnar . . . . .	8 5	8 5	...	...	7 10	7 10	10 10	10 10	15 5	13 5	12 3	12 3
Katargul . . . . .	8 2	7 7	...	...	10 14	10 14	11 6	11 6	12 —	13 —	13 4	13 4
Ahily . . . . .	9 4	8 5	...	...	10 13	9 14	12 10	10 13	...	...	11 3	10 15
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	10 6	10 6	14 11	14 11	14 9	13 4
Tanna . . . . .	10 15	10 15	...	...	11 2	11 2	12 —	12 —	...	...	15 5	15 5
Deccan—												
Dharwar . . . . .	11 —	11 —	...	...	11 7	11 7	12 7	12 7	22 10	17 —	18 10	18 10
Belgaum . . . . .	10 11	10 2	...	...	11 13	11 5	12 1	11 2	19 11	15 3	18 8	17 9
Satara . . . . .	12 5	13 1	...	...	8 14	8 14	10 2	10 2	16 15	15 9	16 10	13 4
Sholapur . . . . .	13 8	13 8	...	...	12 7	11 8	13 10	12 11	24 5	20 2	24 9	21 —
Bijapur . . . . .	13 5	13 5	...	...	7 6	7 6	11 6	10 7	28 13	25 3	23 3	22 15
Poona . . . . .	10 7	10 7	...	...	8 8	8 8	9 10	9 10	18 13	16 7	17 4	14 13
Khandesh—												
Ahmadnagar . . . . .	12 5	11 9	...	...	8 1	8 1	11 5	11 5	19 4	19 4	17 4	17 8
Nasik . . . . .	11 8	11 8	...	...	8 2	8 2	9 2	9 2	...	...	16 13	16 4
Dhule . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	27 10	27 10	23 1	23 1
Gujarat—												
Surat . . . . .	10 10	10 10	...	...	7 6	7 6	8 3	8 5	23 2	21 4	18 9	17 9
Broach . . . . .	11 8	11 —	...	...	8 —	8 —	10 —	10 —	20 —	20 —	18 —	18 —
Kaira . . . . .	13 —	12 8	...	...	8 —	8 —	11 —	10 —	20 —	20 —	19 —	19 —
Baroda Cantonment . . . . .	10 —	9 8	...	...	6 8	6 4	8 8	8 —	10 —	10 —	10 —	15 —
Ahmadabad . . . . .	12 —	12 —	...	...	6 8	6 8	12 8	13 —	21 8	21 8	18 —	19 —
Godna . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Dice Cantonment . . . . .	13 —	12 8	...	...	6 8	6 8	9 —	9 —	21 —	22 —	17 8	17 —
Kathiawar—												
Rajkot . . . . .	15 4	15 —	...	...	6 10	6 10	10 —	10 —	21 3	19 1	16 3	17 1
Central Provinces—												
Western—												
Nimar . . . . .	12 —	12 —	...	...	6 5	6 5	12 8	12 7	29 10	33 13	...	...
Khandwa . . . . .	11 —	11 —	...	...	8 8	8 4	12 —	12 —	30 —	30 —	21 —	20 —
Hoshangabad . . . . .	13 8	13 11	...	...	9 —	9 —	12 11	12 11	24 —	24 12	...	...
Betul . . . . .	14 6	14 6	...	...	12 —	12 —	14 6	14 6	21 10	24 —	...	...
Chhindwara . . . . .	10 —	10 —	...	...	8 —	8 —	11 —	11 —	24 —	24 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	12 8	12 8	14 6	14 6	24 14	24 14	...	...
Wardha . . . . .	13 5	13 5	...	...	6 11	6 11	11 7	11 7	24 13	24 13	...	...

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of sars (of 160 lbs) and chittaks sold for one rupee.)

MADRAS OR MAHARASHTRA (Sesamum indicum).		KARNATI OR KARNATA ITALIAN MILK (Sesamum italicum).		GRAM, CHENNA, CHOLA, KADALAY OR KUNDA (Cyper peruvianum).		MAIZE (Zea Mays).		ANJAN, OR TANU, GADJAN PAA (Cajanus indicus).		SALT.		Districts.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
Panjab—continued.												
South-eastern—												
11	11	13	12	21	20	25	24	15	14	11	11	Gurgaon.
11	11	10	10	20	19	27	25	13	13	12	12	Delhi.
11	11	8	8	21	20	23	23	15	14	11	11	Rohtak.
11	11	8	8	20	20	28	25	15	14	10	8	Karnal.
Submontane—												
11	11	16	16	22	21	29	28	11	11	12	12	Ambala.
11	11	15	17	20	20	34	31	11	11	13	12	Ludhiana.
11	11	20	20	23	23	29	29	11	11	13	13	Jalandhar.
11	11	14	15	23	23	26	26	6	8	12	12	Hoshiarpur.
11	11	16	16	23	24	28	28	11	11	12	12	Gurdaspur.
11	11	23	24	24	24	29	28	11	11	12	12	Amritsar.
11	11	1	1	23	24	23	24	11	11	13	12	Sialkot.
Hills—												
11	11	10	10	17	17	24	24	8	8	9	8	Simla.
11	11	1	1	19	19	30	30	14	14	11	11	Kangra.
North-western—												
11	11	16	13	20	20	24	24	11	11	13	13	Rawalpindi.
11	11	18	18	16	16	25	25	11	11	11	8	Hazara.
11	11	18	18	13	13	27	26	10	9	17	16	Peshawar.
11	11	1	1	19	19	23	24	11	11	15	15	Kohat.
11	11	7	7	20	20	33	34	10	10	20	10	Banawal.
Western—												
11	11	16	16	24	24	30	20	8	8	13	13	Shikhar.
11	11	40	33	20	20	30	30	6	7	12	12	Jhang.
11	11	20	18	18	18	24	24	7	7	12	8	Multan.
11	11	1	1	23	24	25	25	10	10	12	8	Montgomery.
11	11	1	1	23	23	30	31	10	10	16	6	Dera Ismael Khan.
11	11	1	1	19	19	1	1	9	8	12	12	Mumtazgarh.
11	11	1	1	20	19	1	1	1	1	11	11	Dera Ghazi Khan.
Sind and Baluchistan—												
11	11	16	16	16	16	10	10	10	10	13	14	Karachi.
11	11	14	14	14	14	8	8	8	8	12	12	Hyderabad.
11	11	8	8	8	8	12	12	12	12	12	10	Thar and Parkar (Unsettled).
11	11	19	18	18	18	8	8	8	8	12	12	Shikhar.
11	11	19	18	18	18	8	8	8	8	11	11	Upper Sind Frontier.
11	11	7	6	13	15	16	18	8	8	9	9	Quetta.
Bombay—												
Konkan—												
11	11	10	9	10	9	9	8	9	8	10	10	Karwar.
11	11	13	8	11	11	9	7	8	12	11	11	Ratnagiri.
11	11	11	8	11	14	11	11	8	12	12	5	Alibag.
11	11	13	12	13	12	10	3	10	3	11	9	Bombay.
11	11	13	5	13	5	10	15	10	15	12	4	Tanna.
Deccan—												
11	11	12	12	12	12	9	8	9	9	9	12	Dhule.
11	11	13	11	11	8	9	4	7	13	10	5	Bhamburda.
11	11	11	10	11	10	9	13	9	13	11	11	Solapur.
11	11	17	16	16	10	13	2	12	4	12	4	Sholapur.
11	11	12	8	12	8	14	12	10	1	10	15	Bijapur.
11	11	12	10	12	10	9	4	9	4	11	13	Poona.
Khandesh—												
11	11	13	14	13	14	11	8	11	14	12	1	Ahmadnagar.
11	11	14	4	14	4	11	6	11	6	12	1	Nashik.
11	11	12	6	11	9	12	11	12	11	10	9	Dhule.
Gujarat—												
11	11	12	13	12	8	14	13	14	13	12	11	Surat.
11	11	11	8	11	8	13	11	13	11	13	4	Broach.
11	11	13	11	13	11	10	11	15	11	13	8	Kaira.
11	11	12	11	10	8	11	8	11	11	14	8	Baroda Cantonment.
11	11	13	8	13	8	17	8	11	11	13	8	Ahmadabad.
11	11	16	16	16	16	11	11	11	11	13	11	Godhra.
11	11	17	17	17	17	12	12	12	12	12	12	Dang Cantonment.
Kathianwar—												
11	11	16	16	16	16	11	11	8	14	11	10	Rajkot.
Central Provinces—												
Western—												
11	11	14	8	14	3	12	1	12	1	10	14	Nimar.
11	11	18	18	18	18	14	6	14	6	9	14	Khandwa.
11	11	14	14	14	6	10	10	10	10	9	14	Hushangabad.
11	11	15	15	15	15	12	12	12	12	9	14	Betul.
11	11	15	4	15	4	15	15	15	15	10	11	Chhindwara.
11	11	14	9	14	9	13	5	13	5	10	11	Nagpur.
11	11	14	9	14	9	13	5	13	5	10	11	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE END HALF OF NOVEMBER 1898—continued. (The figures)

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU. (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetum spicatum).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur	12 23	12 13	...	...	8 —	8 —	11 7	11 7	19 3	...	...	...
Saugor	14 8	13 —	...	...	13 6	12 12	14 2	13 6	24 —	24 —	...	...
Damoh	14 1	14 1	...	...	12 5	12 —	14 1	12 10	31 10	16 —	...	...
Jubbulpore	15 8	13 8	...	...	11 —	11 —	18 —	17 —	31 —	30 —	...	...
Mandla	10 —	16 —	...	...	13 —	13 —	20 —	19 —	...	...	...	...
Seoni	18 —	19 —	...	...	10 —	10 —	15 —	16 —	25 —	25 —	...	...
Balaghat	12 —	12 8	...	...	12 8	12 8	16 —	17 8	...	...	...	...
Bhandara	...	13 13	...	...	...	...	15 —	15 —	...	...	...	...
Chanda	14 13	13 3	...	...	...	...	15 8	14 10	22 1	22 1	...	...
Eastern—												
Bilaspur	18 4	16 —	...	...	16 —	16 —	35 10	21 5	...	...	...	...
Raipur	16 4	...	...	...	10 —	10 —	16 4	20 —	...	...	...	...
Sambalpur	13 —	12 —	...	...	11 —	10 —	17 —	16 —	...	...	...	...
Bihar—												
Baldia	10 8	11 —	...	...	6 8	6 8	8 —	8 —	30 —	31 —	26 —	25 8
Baism	11 8	11 4	...	...	6 —	5 8	9 —	9 —	25 8	24 8	...	...
Akola	10 8	11 —	...	...	6 —	6 —	10 12	7 8	32 —	29 —	...	...
Ellichpur	10 —	10 —	...	...	6 —	6 —	8 —	8 —	25 —	25 —	16 —	16 —
Amroha	10 —	10 —	...	...	8 —	8 —	11 —	11 —	26 —	20 —	22 —	22 —
Wun	12 —	12 —	...	...	7 —	7 —	5 —	8 —	23 —	20 —	20 —	16 —
Mizam's Territories—												
Secunderabad	10 23	10 23	...	...	5 5	5 15	6 3	6 5	14 4	14 6	14 6	14 6
Bolarum	8 12	8 9	...	...	5 13	5 13	9 10	9 —	16 5	10 5	14 6	14 6
Chandarghat	10 —	9 6	...	...	7 8	7 8	12 8	11 10	30 —	30 10	33 13	30 10
Madras—												
Malabar Coast—												
Malabar	...	...	...	...	...	...	10 2	9 11	...	...	...	...
S. Canara	...	...	...	...	...	...	10 11	10 11	...	...	...	...
South, central—												
Coimbatore	...	...	...	...	...	...	10 —	10 —	15 2	15 14	17 8	17 2
Nilgiris	...	...	...	...	...	...	7 3	7 3	...	...	...	...
Salem	...	...	...	...	...	...	10 5	9 14	17 11	17 11	14 13	14 13
Central—												
Bellary	...	...	...	...	...	...	9 11	9 11	24 11	20 10	...	...
Asantapur												
Cuddapah	...	...	...	...	...	...	11 5	11 5	27 5	23 11	...	...
Karnul	...	...	...	...	...	...	9 11	9 11	19 —	19 13	18 8	18 8
East Coast, north—												
Canjam	...	...	...	...	...	...	12 —	12 13	...	...	...	...
Vizagapatam	...	...	...	...	...	...	11 14	11 14	...	...	21 13	21 13
Godavari	...	...	...	...	...	...	11 —	11 —	17 5	17 5	...	...
East Coast, central—												
Kistna	...	...	...	...	...	...	13 3	10 14	16 13	16 13	...	...
Nellore	...	...	...	...	...	...	14 2	10 10	14 14	14 14	13 13	12 11
East Coast, south—												
Madras	...	...	...	...	...	...	9 6	9 3	13 10	11 8	...	...
Chingleput	...	...	...	...	...	...	9 6	9 6	...	...	...	...
N. Arcot	...	...	...	...	...	...	11 5	9 13	16 6	14 10	...	...
S. Arcot	...	...	...	...	...	...	10 8	9 10	...	...	20 —	20 —
Tanjore	...	...	...	...	...	...	12 3	12 3	...	...	24 11	23 1
Trichinopoly	...	...	...	...	...	...	9 13	8 11	15 2	14 —	20 5	17 1
Southern—												
Tinnevely	...	...	...	...	...	...	10 10	10 10	14 10	...	12 6	12 6
Madurai	...	...	...	...	...	...	10 2	9 11	16 3	14 11	14 11	14 11
Mysore—												
Mysore	8 5	8 5	...	...	8 5	8 4	9 —	8 14	20 —	20 —	20 —	20 —
Bangalore	6 8	6 8	6 4	6 4	6 8	8 6	7 —	9 —	15 —	13 —	...	...
Kolar	7 —	7 —	6 —	6 —	8 —	8 —	9 —	9 —	...	...	...	...
Tumkur	...	...	...	...	...	...	7 8	8 12	...	...	...	...
Hassan	...	...	...	...	...	...	9 —	10 —	...	...	...	...
Kadur	9 —	9 —	9 —	9 —	8 —	8 —	10 —	10 —	...	...	...	...
Shimoga	8 6	8 15	9 7	9 7	7 6	8 6	11 9	11 13	24 8	24 8	...	...
Chitaldrug	8 —	8 —	8 —	8 —	9 —	9 —	10 —	10 —	23 —	23 —	16 —	15 —
Coorg—												
Coorg	7 —	7 —	8 —	8 —	7 8	7 8	10 8	11 —	...	...	...	...
Aden												
Aden	7 8	9 2	...	...	6 9	6 1	7 7	7 2	13 2	14 5	9 6	10 1

\* Not sold.







GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 31ST DECEMBER 1897, AND FROM 1ST JULY TO 31ST DECEMBER 1898.**

N.B.—As regards the figures in column *Total Earnings from 1st July 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the second half of 1897.	WEEK ENDING 25TH DECEMBER 1897.				WEEK ENDING 24TH DECEMBER 1898.				Earnings from 1st July to 31st December 1897.	Earnings from 1st July to 31st December 1898.	Increase.	Decrease.
		Miles worked.	Earnings.		Miles worked.	Earnings.							
			TOTAL.	Per mile.		TOTAL.	Per mile.						
State lines worked by companies.													
Standard gauge—													
East India	649	1,737	11,56,284	666	1,740	13,08,000	752	2,81,21,440	2,77,34,000	...	3,84	1,24	
Bengal Central	210	185	32,406	259	125	19,300	154	6,53,074	4,01,000	...	1,24	1,24	
Bengal-Nagpur	110	862	1,50,466	175	1,009	1,46,000	137	24,15,079	34,71,000	38,921	...	...	
Indian Midland (including Bhopal-Itarsi)	145	752	93,041	124	800	1,13,000	179	27,69,861	26,30,000	...	1,39	1,39	
Bombay Estn. (East Coast State)	150	81	4,359	208	21	2,000	93	80,043	50,000	...	...	...	
Madras-Estn. sec. (Bewara-Mad.)	133	9	509	57	9	500	56	38,534	10,500	...	...	...	
Metro gauge—													
Kajputana-Malwa (incldg. G.-R.-Nagda)	196	1,815	4,23,164	233	1,815	4,68,000	258	67,90,838	91,09,000	4,18,762	...	...	
Pilani-Doom	41	17	549	32	17	700	41	17,863	12,100	...	...	...	
South Indian	108	1,048	2,01,237	193	1,018	1,75,000	122	43,35,315	39,46,000	...	3,87	3,87	
Mayavaram-Mutpet	65	54	3,663	68	54	3,900	72	1,28,544	1,12,000	...	...	...	
Southern Mahratta (incldg. G.-M. Prov. sec.)	110	1,165	66,569	83	1,165	97,600	84	32,17,300	23,52,000	...	3,66	3,66	
Mysore section (Southern Mahratta)	127	296	34,110	110	296	20,000	68	9,41,772	5,57,000	...	...	...	
Bengal and North-Western system	120	827	1,21,288	147	925	1,33,100	144	25,00,000	20,96,000	1,15,000	...	...	
Lucknow-Barilly	67	200	20,340	102	200	20,300	102	3,20,000	1,83,000	50,000	...	...	
Assam-Bengal.	64	286	30,353	107	305	26,500	87	4,44,320	5,99,000	1,54,680	...	...	
Burma	153	288	1,68,061	190	230	1,46,000	156	53,50,131	30,44,000	2,05,860	...	...	
TOTAL	229	10,096	25,37,201	351	10,423	27,09,700	258	5,51,73,220	5,07,76,200	...	...	...	
State lines worked by the State.													
Standard gauge—													
North-Western (a)	243	2,885	7,67,373	266	2,886	7,28,000	252	2,76,27,091	1,57,76,000	...	...	...	
Quetta and Kohlikhand (incldg. the m. g. line)	177	875	2,19,481	251	1,013	2,24,000	231	38,41,060	42,18,000	3,76,940	...	...	
Eastern Bengal (incldg. metro & 2' 6")	412	418	3,73,508	457	824	3,38,000	289	64,23,833	75,18,000	...	...	...	
East Coast (b)	104	526	47,081	49	720	52,800	72	12,78,979	10,64,000	...	...	...	
Special gauge—													
Jorhat	67	28	2,760	93	28	2,300	82	41,791	47,600	5,809	...	...	
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	243	5,144	14,10,898	274	5,471	13,45,100	228	5,13,29,574	3,86,23,600	...	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	328	1,491	6,85,405	400	1,491	8,01,000	598	1,21,38,831	1,27,06,000	15,67,169	...	...	
Bombay, Madras and Central India	307	307	3,57,112	358	461	3,21,000	696	57,40,966	59,92,000	2,45,034	...	...	
Madras	200	840	2,12,810	252	840	1,84,000	219	54,93,535	48,37,000	...	...	...	
TOTAL	337	2,792	11,55,325	416	2,792	12,06,000	506	2,23,79,133	2,44,55,000	1,15,56,867	...	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.													
Standard gauge—													
Delhi-Umballa-Kalka	212	160	32,934	206	160	28,000	173	8,60,946	6,65,000	...	...	...	
Takrasur	232	22	4,317	196	22	4,300	195	1,30,103	1,23,000	...	...	...	
Southern Punjab (Delhi-Samastha)	35	400	10,890	42	400	23,000	58	60,157	5,54,000	4,64,843	...	...	
Tapi Valley	...	...	...	...	...	...	...	...	...	...	...	...	
Metro gauge—													
Mymensingh-Jamshpur-Jagannath-ganj	...	...	...	...	...	...	...	...	...	...	...	...	
Robikhand and Kumaon (Co.'s sec.)	196	66	4,782	72	66	3,800	88	2,11,603	2,23,000	11,397	...	...	
Bengal Dooars	184	36	7,046	196	36	3,700	103	1,70,274	1,59,000	...	...	...	
Dihru-Sadiya	105	78	14,777	125	78	25,000	121	3,80,968	3,96,000	17,032	...	...	
Ahmedabad-Parani	44	55	2,346	43	55	3,400	62	50,660	60,000	10,340	...	...	
Special gauge—													
Darjeeling-Himalayan	390	51	15,845	312	51	11,000	216	3,84,575	3,84,000	...	...	...	
Bera	93	21	2,574	170	21	2,500	119	40,538	30,100	...	...	...	
TOTAL	156	889	1,02,020	115	960	1,08,400	113	23,28,124	26,10,000	2,81,876	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bira-Godna	31	74	1,224	25	74	3,000	33	36,830	66,100	29,270	...	...	
Bhopal-Ujjain	52	114	6,214	59	114	13,500	118	1,60,907	1,26,000	41,033	...	...	
Nagda-Ujjain	42	35	2,122	61	35	1,800	33	35,757	40,800	11,043	...	...	
The Nizam's Guaranteed State	213	334	72,008	219	334	95,000	206	17,24,748	17,46,000	23,252	...	...	
The Cakwar's Poted	86	13	554	43	23	1,000	77	29,465	21,500	...	...	...	
Rajput-Bhatinda	100	100	10,434	97	100	13,800	128	27,9,530	2,50,000	...	...	...	
Kolar Gold-fields	423	10	4,631	403	10	2,900	290	1,00,545	95,800	...	...	...	
Metro gauge—													
Yerravuntur-Mysore Frontier section (incldg. M.-Nanjangud)	93	66	4,401	67	66	3,100	47	1,53,008	89,400	...	...	...	
The Cakwar's Mehsana	64	93	3,974	64	93	3,700	61	1,47,002	1,21,000	...	...	...	
Kollhapur	49	29	827	31	29	1,400	48	25,447	33,800	...	...	...	
Special gauge—													
The Cakwar's Dubhoi	43	79	3,335	42	79	5,500	44	24,069	73,800	...	...	...	
Kajipala	12	19	80	5	19	100	5	4,740	3,700	...	...	...	
Coch Behar	48	22	2,339	61	22	1,100	50	24,438	26,700	8,262	...	...	
TOTAL	113	960	1,14,710	115	995	1,47,400	148	28,09,140	27,70,000	...	...	...	
Lines owned and worked by native states.													
Metro gauge—													
Bhawanagar-Gondal-Jambhad-Porbandar	83	334	41,996	120	334	29,600	89	6,86,210	3,63,000	...	...	...	
Jalalpur-Kajkot	24	40	4,263	93	40	2,900	63	96,271	76,300	...	...	...	
Jamnagar	39	51	8,241	44	54	1,800	53	50,459	45,700	...	...	...	
Dhruvadra	...	...	...	...	...	...	...	...	...	...	...	...	
Jodhpur-Bikaner	57	264	24,381	67	405	35,900	83	3,15,744	6,72,000	1,36,250	...	...	
Udhyapur-Chitar	39	60	2,472	41	60	2,200	37	58,200	58,200	...	...	...	
Special gauge—													
Mari	60	94	29,360	312	94	7,500	80	1,99,038	1,69,000	...	...	...	
TOTAL	69	949	1,04,695	110	914	80,790	60	16,13,437	16,13,200	...	...	...	
GRAND TOTAL													
	232	20,860	54,24,917	266	21,737	50,87,300	262	11,90,24,614	11,69,34,600	...	...	...	

(a) Includes Jaunpur and Kachow and Hyderabad-Bhagpat rly.

(b) Includes Under-Nodda section of Bewara-Madras rly.

(c) Closed for traffic.

(d) From 10th November to 25th December, 1897.

(e) From 1st to 31st December, 1898.

(f) From 15th October to 31st December, 1898.

CALCUTTA, the 26th January 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secretary to the Genl. & Ld.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XXXVII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings* from 1st April, 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 25TH DECEMBER 1897.				WEEK ENDING 24TH DECEMBER, 1898.				Earnings from 1st April to 31st December, 1897.	Earnings from 1st April to 31st December, 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile worked.		Total.	Per mile worked.						
State lines worked by companies.													
Standard gauge—		Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
East India	554	1,737	11,36,284	666	1,740	13,08,000	753	4,20,82,221	4,32,84,000	3,01,779	...	...	
Bengal Central	183	123	32,406	259	123	19,200	154	8,80,750	7,18,000	...	1,62,750	...	
Bengal-Nagpur	139	860	1,50,466	175	1,069	1,46,000	137	40,72,000	45,31,000	5,59,000	...	...	
Indian Midland (including Bhopal-Nagpur)	155	732	93,041	124	800	1,43,000	179	43,98,591	44,36,000	37,709	...	...	
Berwada extn. (East Coast State)	153	21	4,350	208	21	2,000	95	1,14,667	1,12,000	...	2,667	...	
Madras-Ennsi sec. (Berwada-Madras)	133	9	509	57	9	500	36	43,241	29,200	...	15,041	...	
Metre gauge—													
Rajputana-Malwa (inclg. G. R.-Ragda)	210	1,875	4,43,164	233	1,815	4,68,000	258	1,39,59,255	1,62,68,000	23,17,744	...	...	
Palampur-Dehra	44	17	549	32	17	700	41	31,990	25,100	...	6,890	...	
South Indian	106	1,042	2,01,257	193	1,018	1,75,000	172	67,85,518	62,95,000	...	4,90,518	...	
Mayavaram-Mutpet	92	34	5,605	68	34	3,300	71	1,99,605	1,80,000	...	19,605	...	
Southern Mahratta (inclg. G. M. Frou. sec.)	113	1,165	266,350	83	1,165	97,600	84	53,53,805	39,84,000	...	13,69,805	...	
Mysoor section (Southern Mahratta)	123	256	34,210	116	256	20,000	65	14,53,044	9,69,000	...	4,84,044	...	
Bengal and North-Western system	147	827	1,21,268	147	935	1,33,000	144	44,70,045	45,66,000	1,45,355	...	...	
Lucknow-Bareilly	81	200	20,340	100	200	20,000	100	5,38,309	7,21,000	1,32,691	...	...	
Assam-Bangal	73	280	30,553	107	305	20,500	87	6,88,204	9,13,000	2,49,796	...	...	
Burma	186	898	1,08,661	100	920	1,46,000	156	50,09,445	58,55,000	8,45,555	...	...	
TOTAL	243	10,000	25,37,301	251	10,495	27,09,700	258	9,15,74,875	9,30,18,300	14,43,425	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,005	7,47,375	266	2,886	7,28,000	252	2,46,45,908	2,72,41,000	23,95,792	...	...	
Odish and Kobilkhand (inclg. the eng. line)	195	875	2,19,423	251	2,013	2,24,000	221	62,62,410	70,93,000	8,30,590	...	...	
Eastern Bengal (inclg. metre & 1'6")	362	818	2,73,398	437	834	2,36,000	289	1,13,00,173	1,05,90,000	...	7,10,173	...	
East Coast (b)	106	538	47,681	89	720	52,800	73	20,67,690	18,02,000	...	2,65,690	...	
Special gauge—													
Jorhat	69	28	2,762	90	28	2,300	82	69,095	68,400	...	695	...	
Cherra-Companyganj	44	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	235	5,144	14,10,898	274	3,471	12,45,100	228	4,46,52,610	4,68,54,300	23,01,690	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	321	2,491	6,85,405	460	1,491	3,91,000	398	1,96,01,730	2,42,56,000	46,54,730	...	...	
Bombay, Baroda and Central India	286	461	2,57,112	358	461	3,21,000	696	1,03,57,628	1,29,03,000	25,45,372	...	...	
Madras	261	840	2,12,816	233	840	1,84,000	219	84,94,606	77,01,000	...	7,93,606	...	
TOTAL	377	2,792	11,55,333	414	2,792	13,96,000	500	3,84,53,314	4,48,60,000	64,06,686	...	...	
TOTAL (GUARANTEED AND STATE)													
Assisted companies.	202	18,032	51,03,532	283	18,735	53,50,800	285	17,45,80,997	18,37,92,000	92,11,001	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	207	100	32,334	205	162	28,000	173	12,08,545	10,81,000	...	1,27,545	...	
Taeknaut	278	32	4,300	100	32	4,300	100	2,24,000	2,14,000	...	10,000	...	
Southern Punjab (Delhi-Samastota)	43	400	16,899	43	400	23,000	38	1,19,157	10,97,000	10,07,843	...	...	
Tapti Valley	...	...	...	...	26	700	19	...	1,612,000	3,000	...	...	
Metre gauge—													
Mymensingh-Jaipur-Jagannath-ganj	...	...	...	...	33	1,000	30	...	(A) 11,600	11,600	...	...	
Rohilkhand and Kumaon (Co's sec.)	121	86	4,782	73	66	5,800	28	3,20,608	3,63,000	42,392	...	...	
Bengal Doonars	149	36	7,046	106	36	3,700	102	2,28,671	2,14,000	...	14,671	...	
Uthir-Sudya	196	76	14,777	163	78	35,000	321	5,86,817	5,90,000	3,181	...	...	
Ahmedabad-Paradij	43	55	2,346	43	55	3,400	69	1,67,051	1,13,000	47,949	...	...	
Special gauge—													
Unjelling-Himalayas	274	31	15,845	311	31	11,000	215	5,74,968	5,90,000	15,032	...	...	
Bani	125	21	3,574	170	21	2,500	119	91,531	79,000	...	12,531	...	
TOTAL	147	809	1,02,020	115	960	1,06,400	113	33,90,057	33,65,000	25,057	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bla-Looon	36	74	1,824	35	74	3,900	53	60,775	95,700	35,925	...	...	
Bhopal-Ujjain	61	114	6,711	39	114	13,500	118	2,47,200	3,04,000	56,799	...	...	
Nagda-Ujjain	60	35	2,122	61	34	1,800	53	75,345	91,500	16,155	...	...	
The Nizam's guaranteed state	211	334	75,009	219	334	95,000	280	25,71,432	28,20,000	2,48,568	...	...	
The Gaekwar's Petlad	84	13	554	43	13	1,000	77	51,597	33,500	...	18,097	...	
Kajipara-Bhilsoda	122	106	80,434	97	106	13,800	123	4,03,313	4,77,000	...	73,687	...	
Waver Gold-Bhils	492	10	4,031	403	10	2,900	290	1,33,408	1,50,000	...	16,592	...	
Metre gauge—													
Yavatpur-Mysore Frontier section (inclg. M.-Nanjangud)	24	66	4,401	67	66	3,100	47	2,27,142	1,35,000	...	74,142	...	
The Gaekwar's Bhilsoda	71	93	5,974	64	93	5,700	61	2,55,500	2,30,000	...	25,500	...	
Kollapur	37	20	897	31	20	2,400	48	67,448	56,000	...	11,448	...	
Special gauge—													
The Gaekwar's Dabbei	51	79	3,335	47	79	3,300	44	1,50,496	1,47,000	...	3,496	...	
Kajipara	11	19	80	5	19	100	5	4,740	8,400	3,660	...	...	
Couch Behar	54	22	1,352	61	22	1,400	50	41,774	43,200	1,426	...	...	
TOTAL	120	996	1,14,710	115	995	1,47,400	148	44,17,435	46,30,200	2,12,765	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagarh-Porbanas	07	334	41,976	126	334	29,600	89	12,41,741	12,44,000	2,529	...	...	
Jaisalmer-Kajipat	22	46	4,263	93	46	2,900	63	1,50,404	1,30,000	...	20,404	...	
Jamnagar	38	51	3,441	44	54	1,800	33	1,30,484	78,000	...	52,484	...	
Khargadra	...	...	...	...	31	800	38	...	(A) 12,100	28,100	...	...	
Jodhpore-Bikaner	68	364	24,381	67	405	35,000	89	8,57,651	10,10,000	1,52,349	...	...	
Chudaypur-Chitor	36	00	2,472	41	60	2,800	37	90,577	1,08,000	17,423	...	...	
Special gauge—													
Bikaner	83	94	29,369	313	94	7,500	80	3,08,838	3,07,000	...	1,838	...	
TOTAL	75	940	1,04,625	110	1,014	20,700	80	27,38,135	28,52,000	1,13,865	...	...	
GRAND TOTAL	343	20,800	54,24,957	290	21,727	56,87,300	363	18,51,24,052	18,59,77,400	1,45,52,748	...	...	

(a) Includes Jaipur and Kashmir and Hyderabad-Shadipat etc.

(b) Includes Gwalior-Nagore section of Betwa-Madras sy.

(c) Used for traffic.

(d) From 1st April to 1st May, 1897.

(e) From 1st to 30th April, 1898.

(f) From 1st November to 31st, December, 1897.

(g) From 1st to 31st December, 1898.

(h) From 1st October to 31st December, 1898.

(i) From 1st May to 31st December, 1897.

(j) From 1st April to 31st December, 1897.

(k) From 1st June to 31st December, 1898.

W. J. McELHINNY, Capt., R.E.,  
Off. Under Secy. to the Govt. of India.

ETA, the 6th January, 1899.



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

RULE REGULATING THE PROMOTION OF OFFICERS BELONGING TO THE  
GRADED AND INDIAN EDUCATIONAL SERVICES.

No. 9-19.

*Extract from the Proceedings of the Government of India in the Home  
Department (Education), dated the 6th January 1899.*

READ—

Home Department Resolution on the subject of the re-organization of the Educational  
Services in India, No. <sup>4 (Education)</sup><sub>200-214</sub>, dated the 23rd July 1898.

Read also—

Paragraph 5 of a letter from the Government of Bengal, No. 2088, dated 28th July 1897, suggesting a rule for the regulation of promotions to the first two classes of the graded service of the Educational Department and admission to the special allowances in the Indian Educational Service.

Letter to the Government of Bengal, No. 341, dated the 11th December 1897 (paragraph 5) on the same subject.

Circular to Local Governments and Administrations, Nos. 343—347, dated the 11th December 1897, and the replies to that circular.

RESOLUTION.

In paragraph 15 of Home Department Resolution No. <sup>4 (Education)</sup><sub>200-214</sub>, dated the 23rd July 1898, prescribing the re-organization of the Educational Services in India, it was stated that no officer in the Graded Educational Service should suffer by the re-organization of the Department, and that every European officer who had been permanently appointed to the graded list would be given the option of coming under the new scheme or of continuing on the graded list and obtaining promotion as vacancies occur in it, subject to the condition that only those considered fit for promotion would be promoted. In accordance with the option granted to them many officers have elected to come under the new scheme whilst others have preferred to remain in the Graded Service. There thus exist side by side the new Indian Educational Service and the old Graded Service, the latter being composed of such officers of that service as did not elect the new scheme. Some doubt has been expressed as to how the co-existence of the two services should affect the promotion and emoluments of the officers belonging to each of them.

2. Prior to the constitution of the Indian Educational Service the officers of the Graded Educational Service were classed as follows:—

1st class on	.	.	.	.	.	.	R1,250—50—1,500
2nd "	.	.	.	.	.	.	" 1,000—50—1,250
3rd "	.	.	.	.	.	.	" 750—50—1,000
4th "	.	.	.	.	.	.	" 500—50—750

The salaries and allowances of officers of the Indian Educational Service are prescribed in paragraphs 8—10 of the Resolution of the 23rd July 1898, viz.:—

- (a) First or probationary period of five years, R500—50—750.
- (b) Second period, R750—50—1,000, the maximum being attained at the end of ten years from first appointment.
- (c) After fifteen years' service a special allowance of R100 to officers whose total salary does not exceed R1,000 and who are considered by the Local Government to merit this increase of pay.



- (d) Two classes of special personal allowances of Rs 200—10—250 and Rs 250—50—500, respectively, to correspond with the higher rates of pay in the Graded Service. These allowances are—
- (i) attached to specified offices, e.g., the allowance granted to the Principal of the Presidency College, Madras; and
  - (ii) granted to the senior officer of a class (whether given solely by seniority, or by seniority tempered by considerations of merit), e.g., the allowances given to senior Inspectors, senior Principals, etc.

3. In a letter of the 29th July 1897, the Government of Bengal suggested the following rule for regulating the promotion both of the officers remaining in the Graded Service and of the officers electing the Indian Service :—

No officer to whichever service he may belong will have any claim to permanent promotion, be it to class I or II of the Graded Service, or to one of the staff allowances in the Indian Educational Service, till such time as he would have had a legitimate expectation of preferment on the supposition that all the Educational Department officers, who were in the graded list on the 1st August 1896, had elected for the particular service to which he belongs.

The Government of India consulted the other Local Governments and Administrations on this proposal and also enquired how the rules had in practice been worked in other provinces.

4. After considering the replies the Governor General in Council has come to the conclusion that the principle of the rule proposed by the Government of Bengal is equitable. It would not be reasonable that an officer of the Graded Service should be granted promotion before it would in ordinary course have come to his turn because his seniors have elected to enter the Indian Service. Nor would it be reasonable that an officer of the Indian Service should be granted one of the special allowances which is given by seniority whilst there remain officers senior to him who would have been granted the allowances had they not elected to remain in the Graded Service. His Excellency in Council is therefore pleased to prescribe the general adoption of the rule proposed by the Government of Bengal, subject to the exception stated in the next paragraph.

5. In Bengal all the special allowances granted under paragraph 10 of the Resolution of the 23rd July 1896 to officers of the Indian Educational Service are ordinarily given by seniority, but as is stated in paragraph 2 above, this is not everywhere the case. In other Provinces special allowances are attached to particular appointments such as the Principalships of Colleges. Allowances which are thus attached to particular appointments should be drawn by the officers of the Indian Educational Service who hold those appointments, irrespective of whether there may be officers senior to them on the Graded List.

6. In giving effect to the orders contained in this Resolution no refunds should be ordered in cases in which excess payments may have already been made up to this date, and in order to prevent any sense of injustice from past misunderstanding, an officer on the Graded List whose position may be affected by the orders should again be given the option of electing for the Indian Educational Service.

ORDER.—Ordered, that a copy of this Resolution be circulated to Local Governments and Administrations for information and guidance and to the Department of Finance and Commerce for information.

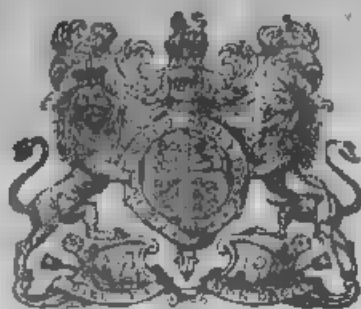
Ordered also, that the Resolution be published in the *Supplement to the Gazette of India*.

[True Extract.]

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





SUPPLEMENT TO  
**The Gazette of India.**

No. 2.] CALCUTTA, SATURDAY, JANUARY 14, 1899.

**OFFICIAL PAPERS.**

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may be useful to the business of the Government. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

In Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the copy of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weekly Report on the state of the Season and Prospects of the Crops.**

**Madras.**—*For week ending 7th January.*—Light showers of rain fell in the southern districts and along the Malabar Coast. The water-supply is ample except in parts of the Deccan. Sowings still continue in parts. The standing crops are generally in good condition. The harvest outturn is almost normal. Pasturage is generally sufficient. Cattle are in normal condition. Prices continue to fall.

**Bombay.**—*For week ending 11th January.*—No rain fell during the week: more is still wanted for the late crops in parts of Shikarpur and Satara. The standing crops have been damaged by rats, blight and frost in parts of Sind, Ahmedabad, Bijapur and Dharwar, and are withering in parts of Khandesh, Ahmednagar and Poona. Harvesting of the early crops continues in five and sowing of the late crops in two districts. Reaping of the late crops has commenced in two districts. Cotton-picking is progressing in parts of Khandesh and Gujarat. Preparations for next season continue in five districts. Fodder is sufficient except in parts of Sind. Agricultural stock is healthy. Prices have slightly risen in five and fallen in six districts.

**Bengal.**—*For week ending 9th January.*—Rain was general during the week, but was heavier in Bihar than in other parts of the province. It has



benefited the standing spring crops, which are generally reported to be in a flourishing state. The poppy and other spring crops are also progressing satisfactorily. The rice crop is nearly all harvested and pulses are being gathered. The pressing of sugarcane continues in some districts. The fodder-supply is everywhere plentiful. Prices of common rice remain almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 11th January.*—Good rain has fallen in all but a few districts in the provinces during the week. The standing crops are doing well. Supplies and fodder are plentiful and prices are practically stationary.

**Punjab.**—*For week ending 11th January.*—Slight rain has fallen in parts of the Delhi and Rawalpindi districts. Pressing of sugarcane and sowing of certain spring crops still continue in some districts. Weeding has commenced in Jullundur. The standing crops are being irrigated. The condition and prospects of the standing irrigated crops are generally reported to be good to average; but the dry land crops are for the most part in need of more rain. The rape seed crop is being damaged by caterpillars in parts of Ferozepore. Cattle are generally in good condition. Fodder is scarce in Delhi, Shahpur and parts of Lahore and Dera Ismail Khan. Prices, especially of wheat, are rising in Jullundur, falling in Dera Ismail Khan, and are unchanged elsewhere. Wheat is selling from 15½ to 21, gram 20½ to 24, barley 32, bulrush millet 19 to 26½, maize 28 to 32, great millet 26, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 10th January.*—Slight showers of rain fell in Damoh, Raipur, Bilaspur and in parts of Jubbulpore, but more is wanted in these districts and in Saugor. The weather is generally clear and in most districts very cold. The prospects of the spring crops are fair to good in all districts except Bilaspur, Saugor and Damoh, where they are poor to gloomy. Crops are reported to have been somewhat damaged by frost in Saugor, Damoh, Narsingpur and the Harsud tahsil of Nimar, and through cloudy weather in Raipur, Bhandara and Balaghat. Reaping and threshing of the autumn crops and pressing of sugarcane continue. The cheapest prices are—wheat 19, gram 32, rice 26, and *juar* 30 seers per rupee. The dearest prices are, wheat 12, gram 14, rice 11, and *juar* 20½ seers per rupee. Wheat continues to sell above the normal price in the south, east and west of the provinces, and the price of gram is still low in the northern districts.

**Burma.**—*For week ending 7th January.*—In Lower Burma reaping has been completed in several districts and is approaching completion elsewhere. In Upper Burma prospects are unchanged. The sesamum, *juar* and pea crops in Razi township, Meiktila district, have withered from want of rain. The price of paddy has risen slightly in Rangoon, Tharrawaddy, Thongwa, Tavoy, and Pakokku and considerably in Mandalay; while it has fallen considerably in Akyab and slightly in Minbu. Prices are stationary elsewhere.

**Assam.**—*For week ending 10th January.*—Rain has fallen in all districts. Harvesting of late rice, gathering of pulses, and pruning of tea are in progress. Pressing of sugarcane continues in Sylhet and Lakhimpur. The outturn of the late rice crop and prospects of pulses, mustard, and sugarcane are generally good. Prices—common rice—Silchar 15, Sylhet 16½, Dhubri 16, Gauhati 18, Tezpur, Nowgong and Dibrugarh 13, and Sibsagar 10 seers per rupee.

**Mysore and Coorg.**—*For week ending 11th January.*—**MYSORE:** The standing crops are in fair condition. Prices have slightly risen in Hassan, and fallen in Bangalore, Kolar, and Kadur. Ragi (*Eleusine coracana*) has been harvested in parts of Bangalore, Kolar, Chitaldrug, and Shimoga.

**COORG:** Harvesting of rice, threshing of ragi (*Eleusine coracana*), and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.



**Berar and Hyderabad.**—*For week ending 11th January.*—**BERAR :** The weather is cool. The winter crops are doing fairly well, but more rain is needed. Ploughing for the ensuing monsoon crops is in progress in Basim and Buldana. Fodder is sufficient, but water continues to be scarce in parts of Akola and Amraoti. Prices are normal.

**HYDERABAD:** No rain fell during the week. The autumn rice harvest is almost completed. The standing spring crops are in fair condition, but rain is wanted in a few talukas of the Aurangabad division. The fastor seed crop is being injured by insects in three talukas of the Nalgundah district, while rats are harming the spring crops in talukas Parbhani, Andgola and Mahagaon. The winter rice sowings are progressing. Prices of grain continue to fall. Prices—wheat 9, coarse rice 10½, and *jawari* 21½ seers per current sicca rupee.

**Central India.**—*For week ending 11th January.*—Rainfall during the week 1·55 in Bundelkhand. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops and their probable outturn are reported to be good. Agricultural stock and pasturage are in good condition. Prices of food-grains are steady throughout Central India. The condition of opium is good in Bhopal and fair in Malwa and Indore.

**Rajputana.**—*For week ending 11th January.*—Good rain fell in Bikanir during the week, but none elsewhere. Irrigation of the spring crops continues. The state of the crops is generally good. In Merwara some tracts have been seriously affected through failure of the rains. Twenty-two villages are reported as distressed. Cattle are generally in good condition, but are suffering from a scarcity of fodder in Merwara, and considerable numbers have migrated from Ajmer-Merwara. Fodder is also scarce in parts of Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore, and Bikanir. Prices are rising in Jhallawar, falling in two States, and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 57 persons emigrated during the week. The numbers employed on relief works were—322 in Ajmere; 1,784 in Merwara; and 1,189 in Marwar. Prices—Ajmere 20, Beawar 22, and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 10th January.*—The weather has been snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 7th January.*—Rainfall 0·25. The weather is very cold and cloudy. A fall of snow is reported from the interior. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on Saturday, December 31st, 1898.**

Weather was more or less disturbed throughout the week under review in Northern India due to the passage of two cold weather storms through that area.

The first of these appeared in South-West Rajputana at the commencement of the week and marching eastwards across Northern India and Upper Burma during the next four days passed out of the Indian area on the 29th. It was throughout its existence a very diffused and ill-defined disturbance but occasioned numerous light showers in the North-Western Provinces, some local showers in the South-East and Submontane Punjab, Chota Nagpur, East Bengal and Assam and some snow in the Kashmir and Punjab Himalayas. The second disturbance entered Sind from the west on the 29th and advancing eastwards during the succeeding 24 hours gave rise to a secondary depression of moderate intensity in the East Punjab. The secondary depression filled up as quickly as it formed during the day, whilst the primary depression continued to drift eastwards and lay over the eastern districts of the Gangetic Plain at 8 A.M. of the 31st. The double disturbance gave light to moderate rain to the greater part of the Punjab and the neighbouring districts of the North-Western Provinces and moderate to heavy snow in the North-West Himalayas down to about 6,000 feet, chiefly on the 30th and 31st. Weather was throughout the week fine in Burma, Sind, Rajputana, Bombay, the Central Provinces, Berar, North Madras, the Deccan and Mysore. It was on the other hand unusually unsettled with moderate to heavy rain in Ceylon, South Madras and the South Coromandel Coast districts due to a disturbance of a somewhat unusual character. This disturbance originated in the extreme south-west of the Bay to the east of Ceylon during the first three days of the week and marching westwards on the 28th passed into the south-east of the Arabian Sea on the 29th. The disturbance was, it may be noted, similar in general character to that of December 1895.

**Daily Summary.—Sunday, December 25th.**—Pressure had given way briskly to rapidly in Rajputana and the adjoining districts and a shallow depression lay over South-West Rajputana. Over the remainder of the Indian area the barometric changes were small and unimportant. Pressure was everywhere below the normal. The deficiency was moderate to considerable over the Peninsula and Northern India and was greatest in the area of depression where it slightly exceeded a tenth of an inch in amount. Winds indicated a tendency to cyclonic circulation in Northern India and were light to moderate. Moderate north-easterly winds prevailed on the Coromandel Coast and light unsteady airs and calms in Burma. Skies were overcast in Kashmir and Baluchistan, thickly clouded in the southern half of the Peninsula and moderately clouded in Rajputana, Sind and the submontane and western districts of the Punjab. Moderate to heavy rain had occurred in the Coromandel Coast districts and East Ceylon. Feeble snow storms were in progress in Kashmir. The temperature conditions were practically normal over the greater part of Northern India. Temperature was on the other hand more or less considerably above the normal in the Peninsula and Burma. The excess was greatest in Berar (5°) and the Central Provinces (4°). The day temperature was in moderate excess and the night temperature in large excess in the area of increased temperature.

**Monday, December 26th.**—Pressure had increased to a moderate extent in North Bombay and South-West Rajputana and had given way briskly in the Gangetic Plain and the neighbouring districts of Central India and the Central Provinces. The depression which was passing through South-West Rajputana on the previous day had advanced into East Rajputana and the south-western districts of the North-Western Provinces. It was, however, even more



diffused and ill-defined than on the previous day. Light rain had occurred in the central and western districts of the North-Western Provinces and the South-East Punjab and light rain or snow in the adjacent hill districts and in Kashmir. The barometric changes in Southern India, Ceylon, and the neighbouring sea area were such as tended to accentuate the deficiency in that area. Pressure was now a tenth of an inch in defect over that area and moderate to strong east to north-east winds obtained on the Coromandel Coast. Moderate to heavy rain had again fallen in East Ceylon and the coast districts of Southern India and light rain in South Madras. A brisk reduction of temperature had occurred in the hill districts of Upper India and temperature was now in considerable to large defect in that area due chiefly to very low night temperature. Temperature had on the other hand increased in Central India, Berar, the Central Provinces and the Deccan, and was during the previous 24 hours from  $3^{\circ}$  to  $9^{\circ}$  above the normal in that area.

*Tuesday, December 27th.*—Pressure had recovered briskly in Rajputana, Central India and Kathiawar and was practically stationary over the remainder of India and Burma. The diffused disturbance which was passing through East Rajputana and the adjacent districts of the North-Western Provinces on the previous day had advanced eastwards into Bihar and almost completely filled up. Pressure had given way very slightly in Baluchistan due to the influence of a cold weather depression advancing from the west. Pressure had again diminished slightly in Ceylon and the south-west of the Bay, thus still further emphasizing the deficiency in that area. Steep gradients obtained over the southern half of the Bay. Winds continued moderate to strong on the Madras Coast. Skies were more or less clouded in all districts except Lower and Central Burma, Bengal, Rajputana and the greater part of the Punjab. Very heavy rain had been received in East Ceylon, moderately heavy rain in the Coromandel Coast districts and light rain in Malabar, Mysore and South Madras. Numerous light showers had again occurred in the Gangetic Plain and the eastern districts of Central India. Temperature had fallen rapidly in Rajputana, Gujarat, Central India, the west coast and Southern India, and increased briskly in Bihar. Elsewhere the temperature changes were unimportant.

*Wednesday, December 28th.*—Pressure had fallen briskly in Sind, the South-West Punjab and East Baluchistan and was in considerable to large defect. The depression approaching from the west on the preceding day was now crossing the north-west frontier into Sind. Pressure had fallen slightly in Bengal and the feeble residual disturbance in Bihar at 8 A. M. of the 27th had passed into Lower and East Bengal. A slight fall of the barometer had occurred also in Southern India and Ceylon and pressure was from a tenth to a seventh of an inch in defect of the normal in that area. Winds were shifting round to cyclonic directions in Sind and the South-West Punjab but were light and below their normal strength. Winds were exceedingly light at Cherat and Murree. Winds had backed to north on the Coromandel Coast between Cocanada and Cuddalore and were somewhat weaker than for some days past. Winds were very strong at Negapatam where their velocity during the previous 24 hours averaged 20 miles per hour. Moderate rain continued to be received in East Ceylon and the South Coromandel Coast districts and some showers in South Madras. The feeble disturbance in North-Eastern India had occasioned some local thunder-showers in that area. The temperature conditions were very unsteady and abnormal. The mean temperature of the previous 24 hours was  $6^{\circ}$  above the normal in Baluchistan and Orissa,  $5^{\circ}$  in Sind and the Madras Deccan,  $4^{\circ}$  in Chota Nagpur, and  $3^{\circ}$  in Bengal, Bihar, the Central Provinces, Mysore and the Madras Coast due to very high night temperature. It was, on the other hand, in large defect in the hill districts of Upper India, in considerable defect in Gujarat and in moderate defect in Rajputana and Central India.

*Thursday, December 29th.*—Pressure had decreased briskly to rapidly in Sind, Rajputana and the Punjab, and a well marked depression in which pressure was upwards of a fifth of an inch below the normal lay over Sind. Pressure had increased slightly to briskly in Bengal and the feeble residual disturbance in that area on the 28th was transferred into Upper Burma. It was, however, very faintly indicated in the chart. Pressure had increased slightly in Ceylon and the south-west of the Bay and the area of deficient pressure and disturbance in the south-west of the Bay on the preceding days was drifting



westwards and filling up. Winds were cyclonic in Sind, Rajputana and the Punjab and were blowing very strongly in the hill districts of the Punjab. Winds had fallen off in Southern India and were more northerly than usual at the interior stations. Skies were generally overcast in Baluchistan and north-western and Southern India. The depression in Sind had occasioned light rain in the North Punjab and some showers in the West and Central Punjab and light to moderate snow in the Punjab and Kashmir Himalayas. Light to moderate rain had again been received in South Madras and Ceylon and some local thunder showers had also occurred in Bengal and Assam. The temperature conditions continued very abnormal over a large part of the country. Temperature averaged  $10^{\circ}$  higher than usual in Sind,  $5^{\circ}$  in Orissa and the Madras Decdan and  $4^{\circ}$  in Mysore, and was from  $4^{\circ}$  to  $7^{\circ}$  in defect in the hill districts of Upper India and  $2^{\circ}$  in defect in Central India and the Central Provinces.

*Friday, December 30th.*—Pressure had fallen rapidly in East and Central Rajputana, Bundelkhand, the South-East Punjab and the neighbouring districts of the North-Western Provinces. It had, on the other hand, increased briskly in Baluchistan and Sind. The Sind depression had marched eastwards into the eastern and central districts of Rajputana and had given rise to a secondary depression over the South-East Punjab. Pressure was largely in defect over North-Western and Central India, the deficiency being largest in the area of the double disturbance where it averaged about two-tenths of an inch in amount. The pressure changes were unimportant over the remainder of the country with the exception of Ceylon where the barometer had continued to rise to a slight extent during the previous 24 hours. Pressure was more or less considerably in defect in the Peninsula. The deficiency was greatest in the Malabar Coast districts due to the continued existence of the disturbed conditions which have passed into the south-east of the Arabian Sea from the Bay. Winds in North-Western and Central India were under the influence of the depression and were of moderate intensity. Skies were overcast in the South-East Punjab, the western districts of the North-Western Provinces and the North-West Himalayas and cloud was extending rapidly eastwards to the North-Western Provinces. The double disturbance had given general light to moderate rain to the East and South-East Punjab and the neighbouring districts of the North-Western Provinces and some showers to West Rajputana. Moderate snow had fallen in the hill districts of Upper India. The snow line had descended to about 6,000 feet in the Simla hills. Weather continued feebly unsettled in South Madras and Ceylon and some showers had again been received in that area. A very large reduction of temperature had occurred in Baluchistan and Upper India, and the mean temperature of the previous 24 hours was from  $7^{\circ}$  to  $16^{\circ}$  below the normal in the hill districts of Upper India and  $3^{\circ}$  below in Baluchistan and the Punjab.

*Saturday, December 31st.*—Pressure had increased as rapidly as it had fallen on the previous day in North-Western India and the secondary depression in the South-East Punjab had completely filled up. The primary depression had advanced from East and Central Rajputana to the eastern districts of the Gangetic Plain and occasioned a brisk to rapid fall of the barometer in Bihar, Chota Nagpur and the neighbouring districts of the North-Western and Central Provinces. Pressure was about two-tenths of an inch in defect of the normal at the centre and the depression was hence of the same intensity as on the previous day. Pressure had again increased slightly in the southern half of the Peninsula and Ceylon, but was still a tenth of an inch below the normal on the Malabar Coast, thus indicating that the slight disturbance in the south-east of the Arabian Sea had not yet completely passed away. Winds were irregularly cyclonic in North-Eastern India. Light airs and calms obtained on the Ceylon and Malabar Coasts. Moderate to heavy snow had fallen in the Simla and Kumaon hills and light to moderate rain in the South-East Punjab and the adjacent districts of the North-Western Provinces. Weather continued showery in Ceylon and the extreme south of Madras. Temperature had decreased very rapidly in Baluchistan and North-Western India, the fall at several stations ranging between  $7^{\circ}$  and  $11^{\circ}$ . The mean temperature of the previous 24 hours was  $14^{\circ}$  below the normal at Simla, Chakrata, Mussoorie and Ranikhet,  $12^{\circ}$  at Murree and  $11^{\circ}$  at Quetta. It averaged  $5^{\circ}$  in defect in the Punjab and  $3^{\circ}$  in Rajputana and Sind due to very low day temperature. Temperature had, on the other hand, increased rapidly in



front and to the south of the advancing depression and was during the past day  $5^{\circ}$  above the normal in Berar and the Central Provinces,  $4^{\circ}$  in the Madras Deccan and Madras Coast and  $3^{\circ}$  above in Mysore, the Bombay Deccan, Central India, the Gangetic Plain and Orissa. The increased temperature in these areas was due chiefly to higher night temperature than usual. The lowest night temperature recorded in the plains was  $32^{\circ}$  at Rawalpindi, Peshawar and Sirsa and in the hills zero at Minimarg.

Temperature was more or less in excess of the normal throughout the week in Orissa, the Madras Deccan, the Madras Coast, Mysore and the west coast. The excess was, on the whole, greatest in the first two areas where it averaged  $4^{\circ}$  for the whole week. Temperature was very unsteady over the remainder of the country and varied very irregularly from the normal. This was specially the case in Baluchistan and North-Western and Central India where the temperature conditions were determined by the disturbances of the week. The second cold weather storm of the week was preceded by a warm wave of moderate intensity and followed by a cool wave of great severity. The crest of the warm wave was in Baluchistan on the 28th, Sind on the 29th, Rajputana on the 30th and the North-Western Provinces on the 31st. The cold wave in the rear of the storm appeared in Baluchistan and the West Punjab on the 30th and spread rapidly eastwards over the whole of North-Western India during the next 24 hours causing a reduction of temperature by amounts averaging  $9^{\circ}$  in Rajputana,  $7^{\circ}$  in Baluchistan and  $4^{\circ}$  in Sind and Gujarat. On the mean of the whole week temperature was normal over nearly the whole of Northern, Central and Southern India and slightly above the normal in Burma.

The following table gives temperature variation data for the week :—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF							Mean variation of week.
	25th.	26th.	27th.	28th.	29th.	30th.	31st.	
Burma . . . . .	+3.2	+2.2	+2.0	+1.6	+1.7	+2.2	-0.1	+1.8
Assam . . . . .	-0.4	-0.8	-0.7	+1.3	-0.9	-4.0	-2.9	-1.2
Bengal . . . . .	+1.4	+0.1	+1.0	+3.0	+1.0	-1.7	-2.0	+0.4
Orissa . . . . .	+3.7	+3.4	+3.9	+6.0	+5.4	+0.9	+2.9	+3.7
Bihar . . . . .	+0.7	+1.0	+3.4	+3.3	+0.5	-2.3	+0.6	+1.0
Chota Nagpur . . . . .	+3.6	+3.5	+3.3	+3.7	-1.2	-1.9	+2.8	+2.0
North-Western Provinces and Oudh . . . . .	-0.1	+2.4	+1.5	+1.0	-0.6	+1.4	+3.1	+1.2
Punjab . . . . .	+1.0	+1.4	+1.6	+1.2	+2.5	-3.2	-5.1	-0.1
Sind . . . . .	+0.4	+0.9	+1.5	+4.7	+9.6	+1.0	-3.2	+2.1
Rajputana . . . . .	+1.5	+2.4	-0.3	-2.0	+0.8	+6.2	-2.9	+0.8
Gujarat . . . . .	+3.3	+0.9	-3.2	-2.6	-0.3	+1.6	-1.9	-0.3
Central India . . . . .	+1.9	+4.5	+0.8	-2.1	-2.3	+0.9	+3.0	+1.0
Central Provinces . . . . .	+4.1	+5.2	+5.9	+2.6	-1.8	+0.4	+4.7	+3.0
Berar . . . . .	+5.1	+7.0	+6.4	+1.3	-1.2	+0.7	+4.7	+3.4
West Coast . . . . .	+2.3	+1.9	+0.4	+0.4	+0.8	+1.3	+0.8	+1.1
Bombay Deccan . . . . .	+2.7	+3.4	+2.6	-0.6	-0.6	+1.0	+2.9	+1.6
Mysore . . . . .	+2.3	+1.5	+2.3	+2.9	+3.8	+3.2	+3.2	+2.7
Madras Coast . . . . .	+1.9	+2.5	+2.4	+3.0	+2.9	+3.3	+3.7	+2.8
Madras Deccan . . . . .	+2.6	+4.3	+3.8	+5.1	+4.6	+4.1	+4.4	+4.1
South India . . . . .	+2.0	+0.3	-3.0	-0.3	+1.4	+0.3	-1.1	-0.1
Mean for whole of India . . . . .	+2.2	+2.4	+1.8	+1.7	+1.4	+0.8	+0.9	+1.6

**Rain.**—A disturbance of a somewhat unusual character affected Ceylon and Southern-India during the week and gave excessive rain to East-Coast South and Madras South, moderate rain to Madras-South-Central and light rain to East-Coast Central and Malabar. The rainfall of the week was more or less above the normal in these areas, the excess being as much as 5.21 inches in East-Coast South which usually obtains only 0.67 inch of rain during the period and 2.46 inches in Madras South, the normal rainfall in which area averages only 0.47 inch.



The character of this remarkable downpour is shown more fully by the following data for four districts :—

DISTRICT.	Average actual rainfall of week.	Average normal rainfall of week.	Variation from normal.
	Inches.	Inches.	Inches.
Tanjore . . . . .	9'45	1'04	+8'41
South Arcot (Cuddalore) . . . . .	6'85	0'61	+6'27
Trichinopoly . . . . .	5'54	0'64	+4'90
Chingleput (Madras) . . . . .	5'39	0'49	+4'90

The weather in Northern India was determined solely by the passage of two cold weather storms across that area. The first of these which was a very feeble disturbance gave favourable showers to the North-West Provinces and the South-East and Submontane Punjab and some local showers to Chota Nagpur on the 26th and 27th, and to Assam and East Bengal on the 28th and 29th. The second storm which was of moderate intensity appeared in Sind on the 29th, and while travelling eastwards through Rajputana *during the day* gave rise to a subsidiary depression in the Punjab. The double disturbance occasioned light to moderate rain over the Punjab and the adjoining submontane districts of the North-Western Provinces and moderate to heavy snow in the North-West Himalayas between the 29th and 31st. Daily falls exceeding one inch in amount were registered at several stations in the plains, the largest being 1'34 inches at Gurdaspur on the 30th. The snowfall due to the disturbance was heaviest at Dharmasala where it was equivalent to 3'75 inches of rain.

The concluding rainfall statement shows that the rainfall of the week was abundant over the Punjab (excepting the western districts) and the west submontane and hill districts of the North-Western Provinces and light though more or less above the normal over nearly the whole of North-Eastern India.

The most noteworthy totals recorded during the week at individual rain-gauge stations were as follows :—

Nannilam (Tanjore) . . . . .	15'12 inches.
Jayankondasolapuram (Trichinopoly) . . . . .	13'42 "
South Arcot . . . . .	11'25 "
Kulasegarapatnam (Tinnevely) . . . . .	7'03 "
Dera (Kangra) . . . . .	3'81 "
Murree (Rawalpindi) . . . . .	3'00 "
Lansdowne (Garhwal) . . . . .	2'86 "
Una (Hoshiarpur) . . . . .	2'63 "

The chief features of the distribution of the rainfall period from 16th October to 31st December relatively to the normal may be summarized as follows :—

- (1) Practically no rain throughout the period in Deltaic and Central Bengal, Bihar, the eastern submontane districts of the North-Western Provinces, the West Punjab, the Eastern and Western districts of the Central Provinces, Kathiawar and Sind.
- (2) The rainfall of the period was practically normal, i.e., varied by less than 20 per cent. from the normal in Assam, Brahmaputra, North-Western Provinces (Central), Coorg, West Rajputana, Madras Central and East Coast Central.
- (3) It was in slight to moderate excess in Malabar and South Madras and in considerable to large excess in the western hill and west submontane districts of the North-Western Provinces, the South-East South and Submontane Punjab, the Punjab Hills, Mysore, Madras South Central and East Coast South.
- (4) It was in slight to moderate defect in North Oudh, Konkan and East Rajputana.
- (5) It was in large and marked defect over the whole of Burma, Bengal, Assam (excepting Assam Brahmaputra), South Oudh, the North-Western Provinces East and East Submontane, the Central North and West Punjab, Bombay Deccan, Khandesh, the Central Provinces, Berar, North Bombay, Central India East, East Coast North and Hyderabad South.

It may be noted that the rainfall in the Punjab occurred chiefly during the week under review.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING DECEMBER 31ST, 1898.			RAINFALL DATA FROM OCTOBER 10TH TO DECEM- BER 31ST, 1898.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, October 10th to December 31st.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim	0	0	0	2'69	5'20	- 49
	2. Lower Burma Deltaic	0	0'04	-0'04	2'58	7'21	- 64
	3. Central do.	0	0'01	-0'01	0'08	4'18	- 84
	4. Upper do.	0	0'06	-0'06	1'43	4'34	- 67
	5. Arakan	0	0	0	2'58	7'43	- 65
BENGAL AND ASSAM.	6. Eastern Bengal	0'06	0'01	+0'05	0'86	4'30	- 80
	7. Assam Surma	0'07	0'02	+0'05	0'65	3'88	- 83
	8. Do. Hills	0'11	0'07	+0'04	1'21	4'13	- 71
	9. Do. Brahmaputra	0'32	0'00	+0'32	2'58	2'61	- 1
	10. Deltaic Bengal	0'02	0'01	+0'01	0'09	2'84	- 97
	11. Central do.	0'03	0'01	+0'02	0'05	2'31	- 98
	12. North do.	0'04	0'01	+0'03	0'41	2'37	- 83
	13. Bengal Hills	0'06	0'03	+0'03	1'45	3'14	- 83
	14. Orissa	0	0'03	-0'03	0'52	5'34	- 90
	15. Chota Nagpur	0'11	0'02	+0'09	0'24	1'87	- 87
NORTH-WESTERN PROVINCES AND OUDH.	16. South Bihar	0'02	0'03	-0'01	0'03	1'62	- 98
	17. North do.	0	0'03	-0'03	0'07	1'30	- 95
	18. North-Western Provin- ces East	0'05	0'04	+0'01	0'15	1'14	- 87
	19. South Oudh	0'07	0'11	-0'04	0'28	0'83	- 54
	20. North do.	0'10	0'05	+0'05	0'45	0'60	- 34
	21. North-Western Provin- ces Central	0'07	0'07	0	0'60	0'55	+ 9
	22. North-Western Provin- ces West	0'25	0'08	+0'17	0'65	0'41	+ 59
	23. North-Western Provin- ces East Submoun- tane	0'01	0'03	-0'02	0'08	1'05	- 92
	24. North-Western Provin- ces West Submoun- tane	0'54	0'10	+0'44	1'55	0'58	+ 167
	25. North-Western Provin- ces Hills	1'69	0'14	+1'55	3'58	0'94	+ 272
PUNJAB.	26. South-East Punjab	0'71	0'03	+0'68	1'01	0'40	+ 153
	27. South do.	0'53	0'03	+0'50	0'58	0'41	+ 41
	28. Central do.	0'28	0'09	+0'19	0'22	0'66	- 67
	29. Punjab Submontane	1'11	0'11	+1'00	1'25	0'74	+ 69
	30. Do. Hills	3'72	0'22	+3'50	3'95	1'55	+ 155
	31. North Punjab	0'49	0'20	+0'29	0'62	1'49	- 56
	32. West do.	0'09	0'05	+0'04	0'09	0'25	- 64
	33. Malabar	0'53	0'10	+0'43	12'22	10'06	+ 21
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	34. Madras South-Cen- tral	1'19	0'63	+0'56	15'10	10'30	+ 47
	35. Coorg	0'03	0'14	-0'11	7'16	8'20	- 13
	36. Mysore	0'05	0'14	-0'09	9'08	5'94	+ 53
	37. Konkan	0	0'03	-0'03	2'45	3'56	- 32
	38. Bombay Deccan	0	0'10	-0'10	2'31	4'18	- 45
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0'13	-0'13	0'65	2'84	- 77
	41. Berar	0	0'10	-0'10	0'13	2'70	- 95
CENTRAL PROVINCES AND BERAR.	42. Central Provinces West	0	0'05	-0'05	0'09	1'83	- 95
	43. Central Provinces Cen- tral	0	0'06	-0'06	0'12	1'46	- 92
	44. Central Provinces East	0'01	0'09	-0'08	0'04	1'64	- 98
	45. Gujarat	0	0'01	-0'01	0'14	0'62	- 77
BOMBAY (NORTH).	46. Kathiawar	0	0'01	-0'01	0'06	0'35	- 83
	47. Sind	0	0'01	-0'01	0'01	0'24	- 90
	48. Baluchistan Hills	0'32	0'10	+0'22	0'44	0'85	- 48
	49. Central India East	0'03	0'03	0	0'32	0'80	- 63
RAJPUTANA AND CENTRAL INDIA.	50. Rajputana East, Cen- tral India West	0	0'02	-0'02	0'39	0'58	- 33
	51. West Rajputana	0	0'02	-0'02	0'21	0'23	- 9
	52. East Coast North	0'01	0'06	-0'05	4'18	9'03	- 54
	52-A. Do. do. (a)	0	0'37	-0'37	2'80	7'10	- 61
MADRAS.	53. Hyderabad South	0	0'03	-0'03	0'67	1'41	- 52
	54. Madras Central	0'07	0'08	-0'01	4'04	5'56	- 17
	55. East Coast Central	0'44	0'11	+0'33	12'44	12'58	- 1
	56. Do. South	5'88	0'07	+5'81	33'81	19'24	+ 74
	57. Madras South	2'93	0'47	+2'46	17'89	13'49	+ 33

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA the 5th January 1899.

T. W. HOLDERNESS.

Secretary to the Government of India



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JULY TO 31ST DECEMBER 1897, AND FROM 1ST JULY TO 31ST DECEMBER 1898.**

*N.B.—As regards the figures in column Total Earnings from 1st July 1898, audited figures have been used, as far as possible.*

RAILWAY.	Average earnings per mile per week during the second half of 1897.	LAST SIX DAYS OF DECEMBER 1897.				WEEK ENDING 31ST DECEMBER 1898.				Earnings from 1st July to 31st December 1897.	Earnings from 1st July to 31st December 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	629	1,240	9,01,101	570	1,740	12,84,000	737	2,84,31,613	3,81,52,000	...	...	...	...
Bengal Central	319	123	87,776	222	125	22,400	827	6,23,450	4,90,000	...	...	...	...
Bengal-Nagpur	416	868	1,28,971	150	1,050	1,39,000	407	20,08,343	26,50,000	...	41,652	...	...
Indian Midland (including Bhopal-Narsi)	145	752	79,749	106	800	55,300	69	28,44,298	27,01,000	...	...	14,31	...
Baroda-Etahn (East Coast State)	150	21	3,736	178	219	3,307	110	8,381	61,000	...	...	2,23	...
Madras-Etahn sec. (Baroda-Mad.)	133	9	436	48	9	800	69	29,291	17,300	...	...	11,7	...
Metre gauge—													
Majputana-Bialwa (incldg. G.R.-Nagda)	196	1,815	2,62,719	200	1,815	4,74,000	851	92,41,803	66,74,000	...	4,34,137	...	...
Palampur-Duma	41	17	470	28	32	500	29	18,340	13,200	...	...	5,1	...
South Indian	168	1,042	2,22,030	813	1,042	1,37,000	1135	45,57,345	40,02,000	...	...	4,65	...
Mayavaram-Mutput	95	34	4,755	68	54	3,800	70	1,33,298	1,21,000	...	...	1,3	...
Southern Mahratta (incldg. G.M. From sec.)	210	1,165	1,00,061	86	1,165	96,800	83	33,22,090	23,52,000	...	...	9,70	...
Mysore section (Southern Mahratta)	127	266	31,185	105	266	19,000	66	36,78,015	5,22,000	...	...	4,06	...
Bengal and North-Western system	120	827	1,43,901	126	923	1,40,000	158	26,03,002	28,36,000	...	1,52,038	...	...
Lucknow-Bareilly	67	300	17,414	87	200	31,400	157	3,49,754	4,15,000	...	...	68,246	...
Assam-Bengal	69	280	20,184	92	305	32,900	100	4,08,783	6,33,000	...	...	1,60,312	...
Barua	153	288	1,60,715	138	230	1,20,000	122	35,10,245	2,01,300	...	...	2,00,155	...
TOTAL	220	10,090	22,67,280	723	10,495	20,59,000	753	5,69,54,176	5,25,98,500	...	...	...	...
State lines worked by the State.													
Standard gauge—													
North-Western (a)	243	2,885	6,57,751	228	2,886	2,17,000	248	5,83,35,577	1,65,03,000	...	...	18,32	...
Qash and Kohlikhand (incldg. the m.g. link)	477	823	1,88,128	215	1,013	2,14,000	310	40,20,183	45,20,000	...	4,90,812	...	...
Eastern Bengal (incldg. metre & G.)	414	212	3,00,237	291	214	3,17,000	383	87,43,880	78,46,000	...	...	8,97	...
East Coast (a)	404	538	40,809	76	720	71,300	102	14,58,632	11,33,000	...	...	3,44	...
Special gauge—													
Jorhat	57	28	2,309	25	28	2,500	80	44,161	50,100	...	5,939	...	...
Cherra-Companyganj	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	243	5,144	11,09,344	733	5,471	14,24,000	760	3,26,11,438	3,00,36,100	...	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	528	1,421	5,87,490	394	1,421	3,04,000	640	1,27,26,320	1,45,23,000	...	12,06,680	...	...
Bombay, Baroda and Central India	507	401	2,20,308	470	401	2,05,000	642	60,72,225	62,88,000	...	2,15,775	...	...
Madras	400	840	1,81,414	217	840	2,41,000	857	56,75,753	50,91,000	...	...	5,84	...
TOTAL	332	2,702	9,89,206	335	2,702	14,51,000	512	2,44,74,297	2,60,04,000	...	15,27,703	...	...
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.													
350	18,035	44,06,910	1,058	18,250	35,14,000	1,274	11,70,36,911	11,90,36,000	...	...	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	212	163	28,730	174	163	25,000	154	8,05,341	6,86,000	...	...	2,00	...
Tarakesar	232	23	3,700	168	23	3,300	241	1,39,305	1,29,000	...	...	...	...
Southern Punjab (Delhi-Samudra)	35	400	14,424	30	400	25,300	03	1,03,641	77,000	...	4,75,359	...	...
Tapi Valley	...	...	...	...	...	500	14	...	...	...	2,900	...	...
Metre gauge—													
Mymensingh-Jamalpur-Jaganath-ganj	...	...	...	...	...	800	24	...	11,500	...	8,500	...	...
Rohilkhand and Kumaon (Co.'s sec.)	126	66	4,099	64	66	5,800	64	2,15,842	2,86,000	...	...	...	...
Bengal Doon	184	36	6,040	108	36	3,400	94	1,74,313	2,03,000	...	...	...	...
Dibru-Sadiya	193	78	12,237	157	78	12,500	100	3,83,119	3,90,000	...	...	...	...
Ahmedabad-Paranj	44	55	2,310	37	55	3,200	38	52,077	60,100	...	...	...	...
Special gauge—													
Darjeeling-Himalayan	300	31	13,521	260	31	5,000	98	3,08,456	2,39,000	...	...	...	...
Batali	63	21	3,063	146	21	2,000	143	52,431	36,100	...	...	...	...
TOTAL	156	491	67,445	98	491	29,800	94	24,12,984	26,89,300	...	2,76,316	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bita-Guana	21	74	1,153	21	74	4,800	63	38,663	79,600	...	34,937	...	...
Bhopal-Ujjain	32	114	5,753	30	114	14,800	130	2,57,906	2,03,000	...	59,906	...	...
Nagda-Ujjain	42	35	1,819	52	34	1,500	44	37,206	46,400	...	10,604	...	...
The Nizam's guaranteed state	213	534	1,02,908	308	534	1,03,000	308	18,41,916	18,46,000	...	7,284	...	...
The Gakwar's Pindia	86	19	474	36	19	800	69	29,975	2,20,000	...	...	...	...
Rajpura-Bhatinda	106	108	8,942	83	108	11,500	109	2,98,353	2,66,000	...	...	...	...
Kolar Gold-fields	421	10	3,456	246	10	2,100	210	1,10,000	99,000	...	...	...	...
Metre gauge—													
Yerrantpur-Mysore Frontier section (incldg. M.-Banjargud)	63	66	5,489	83	66	2,400	52	1,50,294	99,500	...	...	...	...
The Gakwar's Bichana	64	93	5,121	55	93	3,400	58	1,34,008	1,27,000	...	...	...	...
Kolhapur	49	29	724	25	29	1,400	48	30,803	34,200	...	...	...	...
Special gauge—													
The Gakwar's Dabhoi	43	79	8,859	36	79	3,900	40	88,611	77,700	...	...	...	...
Rajpura	18	19	75	4	19	100	5	5,203	...	...	...	...	...
Cooch Behar	44	82	1,148	50	82	1,100	50	25,386	...	...	...	...	...
TOTAL	173	956	1,40,322	141	955	1,33,800	154	20,81,016	19,23,000	...	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bharanagar-Gondal-Juagad-Perbandar	82	334	35,960	108	334	39,900	119	7,22,190	6,03,000	...	...	...	...
Jaisalmer-Rajkot	84	46	3,654	70	46	4,000	87	1,00,420	80,500	...	...	...	...
Jamnadgar	39	54	1,921	30	54	2,100	58	54,446	46,000	...	...	...	...
Dhruvadra	...	...	...	...	...	1,100	53	...	21,000	...	21,000	...	...
Jodhpore-Bikaner	57	304	20,828	37	405	25,900	89	5,40,593	7,08,000	...	1,67,405	...	...
Vadodra-Lahor	29	60	2,119	35	60	2,400	40	60,734	70,600	...	9,866	...	...
Special gauge—													
Morn	22	94	25,168	268	94	6,300	67	2,24,822	1,78,000	...	...	...	...
TOTAL	64	492	50,740	94	492	52,700	91	17,03,319	17,07,100	...	3,881	...	...
GRAND TOTAL													
230	20,874	47,24,417	229	21,227	58,50,000	260	12,41,34,130	12,10,70,700	...	...	...	...	

(a) Includes Jaisalmer and Kachhar and Hyderabad-Siddhpur sys.  
(b) Includes Baroda-Madras sy.  
(c) Closed for trade.

(d) From 16th November to 31st December, 1897.  
(e) From 1st to 31st December, 1898.  
(f) From 15th October to 31st December, 1898.

CALCUTTA, the 13th January 1899.

W. J. McELHINNY, Capt., R.E.,  
Offg. Under Secretary to the Govt. of India



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XXXVIII of 1898-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April, 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	LAST SIX DAYS OF DECEMBER 1897.				WHEN ENDING 31ST DECEMBER, 1898.				Earnings from 1st April to 31st December, 1897.	Earnings from 1st April to 31st December, 1898.	Increase.	Decrease.
		Miles worked.	Earnings.		Miles worked.	Earnings.							
			Total.	Per mile.		Total.	Per mile.						
State lines worked by companies.													
Standard gauge—													
Bombay Indian	654	1,740	3,91,101	570	1,740	11,82,000	737	4,31,02,394	4,37,05,000	4,02,600	...	...	
Bombay Central	183	125	27,776	222	125	28,400	227	9,08,540	7,47,000	...	1,61,540	...	
Bombay Nagpur	139	862	1,28,071	150	1,069	1,79,000	167	42,65,273	48,10,000	5,44,727	...	...	
Indian Midland (including Bhopal-Itarsi)	535	752	79,749	105	800	55,300	69	44,72,728	45,06,000	23,272	...	...	
Bewara extra. (East Coast State).	153	21	3,738	178	21	2,300	110	1,18,515	1,12,000	...	6,515	...	
Madras-Bondar sec. (Bewara-Mad.)	135	9	436	44	9	800	89	45,078	30,000	...	15,078	...	
etc. gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	310	1,615	3,62,712	200	1,615	4,74,000	261	3,44,21,881	1,07,43,000	23,21,119	...	...	
Palampur-Dogra	44	17	470	28	17	300	29	32,402	25,000	...	7,402	...	
South Indian	166	1,042	2,22,038	213	1,018	1,37,000	133	70,07,548	64,43,000	...	5,64,548	...	
Mayavaram-Madurai.	92	54	4,753	88	54	3,800	70	9,04,359	1,89,000	...	7,15,359	...	
Southern Mahratta (incldg. G.-M.-Fron. sec.)	113	1,163	1,00,061	86	1,163	96,800	83	54,58,395	40,85,000	...	13,73,395	...	
Mysore section (Southern Mahratta)	193	260	31,185	105	260	19,400	66	14,91,005	9,84,000	...	5,07,005	...	
Bengal and North-Western system	147	827	1,03,901	120	925	1,40,000	158	45,24,606	47,05,000	1,80,394	...	...	
Lucknow-Bareilly	81	200	17,434	87	280	31,400	112	6,12,034	7,54,000	1,41,966	...	...	
Assam-Bengal	73	246	26,188	93	303	33,000	108	7,12,591	9,27,000	2,14,409	...	...	
Burmah	129	828	1,66,715	188	936	1,79,000	183	57,70,159	60,21,000	2,50,841	...	...	
TOTAL	243	10,000	32,62,280	235	10,455	26,53,600	251	9,33,33,627	9,46,33,000	1,47,171	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,885	6,57,751	228	2,886	7,17,000	348	2,85,43,504	2,79,58,000	24,14,504	...	...	
Oudh and Rohilkhand (incldg. the m.g. link)	195	875	1,88,128	215	1,013	3,14,000	310	64,50,338	73,04,000	9,43,662	...	...	
Eastern Bengal (incldg. m.g. & a's)	302	819	2,20,227	391	824	3,17,000	325	7,16,20,400	1,09,18,000	...	7,08,400	...	
East Coast (a)	100	538	40,869	76	770	22,500	192	21,47,543	19,38,000	...	2,09,543	...	
etc. gauge—													
Chota-Companyga	64	88	2,359	85	28	2,500	89	71,406	70,000	...	1,406	...	
TOTAL	235	5,444	11,09,146	123	5,471	14,24,000	360	4,58,41,474	4,88,72,000	24,38,526	...	...	
State lines worked by guaranteed cos.													
Standard gauge—													
East Indian Peninsula system	381	1,494	5,87,490	194	1,494	8,94,000	600	2,01,88,769	2,51,74,000	40,85,231	...	...	
Bombay, Baroda and Central India	580	461	2,20,393	478	461	2,90,000	642	1,06,82,837	1,21,09,000	15,10,113	...	...	
Madras	201	840	1,82,414	217	840	2,41,000	287	86,77,022	80,15,000	...	6,62,022	...	
TOTAL	379	2,792	9,90,286	333	2,792	14,25,000	512	3,95,49,628	4,53,88,000	58,39,322	...	...	
State lines (GUARANTEED AND STATE) worked by guaranteed cos.													
Standard gauge—													
Delhi-Umbera-Kalka	207	162	28,230	174	162	25,000	154	12,42,940	11,02,000	...	1,40,940	...	
Delhi-Delhi	273	22	2,700	108	22	5,300	241	2,23,270	2,18,000	...	5,270	...	
Southern Punjab (Delhi-Samaita)	42	400	4,484	30	400	25,300	63	1,03,541	11,23,000	10,19,459	...	...	
Ajmer Valley	...	...	...	...	36	500	14	...	1,25,000	2,500	...	...	
etc. gauge—													
Jaisalmer-Jamnapur-Jaganpuri	...	...	...	33	...	800	24	...	(A) 11,600	11,600	...	...	
Jaisalmer and Kanpur (Co.'s sec.)	121	86	4,092	62	86	5,800	88	3,24,247	3,71,000	46,753	...	...	
Jaisalmer-Dogra	149	36	6,040	108	36	3,400	94	2,32,710	2,18,000	...	14,710	...	
Bikaner	190	76	12,237	152	76	12,500	100	5,91,767	5,96,000	4,233	...	...	
Jaisalmer-Paradip	45	55	2,010	37	55	3,200	58	1,69,008	1,18,000	...	59,008	...	
etc. gauge—													
Jaisalmer-Himalayas	274	51	13,582	265	51	5,000	98	5,88,549	5,95,000	6,451	...	...	
TOTAL	145	21	3,003	246	21	3,000	143	96,728	82,000	...	14,728	...	
State lines worked by native states.													
Standard gauge—													
Jaisalmer	147	891	27,445	93	960	82,800	94	34,75,320	44,39,000	9,63,680	...	...	
State lines worked by other agencies.													
Standard gauge—													
Bikaner	26	74	1,563	29	74	4,800	65	71,608	1,00,000	28,392	...	...	
Bikaner-Ujjain	61	114	5,752	30	114	14,800	150	2,53,199	2,18,000	...	35,199	...	
Bikaner-Ujjain	60	35	1,219	52	34	1,300	44	77,284	91,000	13,716	...	...	
Nizam's guaranteed state	211	334	1,02,007	308	334	1,03,000	308	26,90,400	26,28,000	...	62,400	...	
Bikaner's Pindia	84	13	474	36	13	800	62	54,107	40,000	...	14,107	...	
Bikaner-Bhindra	122	196	8,042	83	196	11,500	106	5,11,830	4,89,000	...	22,830	...	
Bikaner-Bhindra	402	10	3,436	340	10	3,100	210	1,50,563	1,52,000	...	2,563	...	
etc. gauge—													
Bikaner-Mysore Frontier Section (incldg. M.-Nanjangud)	84	66	3,489	83	66	3,400	57	2,25,585	1,58,000	...	77,585	...	
Bikaner's Mohan	71	93	3,121	55	93	5,400	58	2,62,212	2,41,000	...	21,212	...	
Bikaner	37	29	723	23	29	1,400	48	66,304	57,000	...	9,304	...	
etc. gauge—													
Bikaner's Dabhoi	51	79	2,859	36	79	3,000	40	1,61,038	1,51,000	...	10,038	...	
Bikaner	11	19	73	4	19	100	5	3,205	2,200	...	1,005	...	
Bikaner	54	22	1,140	52	22	1,300	30	42,922	45,700	2,778	...	...	
TOTAL	120	196	1,40,322	141	995	1,53,800	154	45,39,109	47,82,400	1,93,291	...	...	
State lines worked by native states.													
Standard gauge—													
Bikaner-Gondal-Jaganpuri-Per-	97	334	15,980	108	334	30,000	119	12,77,701	12,85,000	7,299	...	...	
Bikaner-Kajkot	82	46	3,054	79	46	4,000	87	1,54,004	1,34,000	...	20,004	...	
Bikaner	30	54	1,921	26	54	3,100	58	1,784,476	81,300	...	1,703,176	...	
Bikaner	...	...	...	...	...	1,100	52	...	(B) 33,100	23,100	...	...	
Bikaner-Bikaner	62	304	30,898	57	304	33,000	89	8,81,502	10,24,500	1,42,998	...	...	
Bikaner-Uttar	38	60	2,119	35	60	3,400	40	92,703	1,11,000	18,297	...	...	
etc. gauge—													
Bikaner	83	94	25,163	208	94	6,300	67	3,34,072	3,05,000	...	29,072	...	
TOTAL	75	952	89,740	84	1,024	1,77,700	93	38,15,510	39,82,400	1,66,890	...	...	
GRAND TOTAL	243	20,874	47,84,117	229	21,227	58,50,900	309	18,96,14,150	20,07,03,300	1,10,89,150	...	...	

Includes Jammu and Kashmir and Hyderabad-Sindh-Punjab etc.  
Includes Bewara-Bondar sec.  
Used for test c.  
From 1st April to 1st May, 1897.  
From 1st to 30th April, 1898.  
From 10th November to 31st December, 1897.

(a) From 1st to 31st December, 1898.  
(b) From 1st October to 31st December, 1898.  
(c) From 1st May to 31st December, 1897.  
(d) From 1st April to 31st December, 1897.  
(e) From 1st June to 31st December, 1898.

W. J. McLENNAN, Capt. R.E.



GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.  
**SEPARATE REVENUE.**  
Post Office.

**REVIEW OF THE ANNUAL REPORT ON THE POST OFFICE OF INDIA FOR  
1897-98.**

No. 312 S. R., dated Calcutta, the 12th January 1899.

RESOLUTION—By the Government of India, Finance and Commerce Department.

**READ—**

Report on the Post Office of India for the year 1897-98.

**RESOLUTION.**—The continuous and steady progress shown in previous years in the operations of the Post Office was more than maintained during the year under review, although the year was one of special strain and unusual demands upon the resources of the Department. The interruptions caused by earthquake and cyclone in Bengal, the need for exceptional and important arrangements in connection with the military operations on the north-western frontier, and the effects of famine and plague experienced by this as by other Departments of Government, all added special features to the history of the year. The requirements of modern Postal Administration were met by the enactment of a new Post Office Act which did not, however, come into force until 1st July 1898, and efforts were made in various directions to improve and perfect the existing organisation. In the working of the Inland Post the following were noticeable features :—

- (1) The improvement of postal facilities in rural districts.
- (2) The extension of the Postal Life Insurance scheme to all Government servants whose pay is audited in Civil or Public Works Account offices, and to all members of establishments of the Military Department subject to civil rules, whose pay is audited by Military Account offices.
- (3) The further extension in the North-Western Provinces and Oudh of the arrangements for the sale of quinine through the agency of the Post Office.
- (4) The experimental payment by money orders in the Punjab of petty sums as compensation for land taken up under the Land Acquisition Act.
- (5) The use of money orders for the payment of Municipal refunds in Amritsar.
- (6) The introduction by the Government of the Punjab of a scheme to encourage the use of the Post Office Savings Banks by the cultivating class.
- (7) The disuse of receipt forms to be filled up by the senders of ordinary registered parcels, and the introduction of an arrangement under which, for half an anna, a certificate of posting may be obtained for any number of unregistered parcels or value-payable unregistered packets not exceeding six.
- (8) Improvements in the mail service between Bombay and Calcutta via Nagpur and Jubbulpore.



- (9) The introduction experimentally into Calcutta of a scheme of "continuous delivery" in selected parts of the city served by postmen attached to the General Post Office.

2. In the administration of the Foreign Post, the principal events were as follows:—

- (1) The meeting of the International Postal Congress at Washington, and the participation of India in the Union Parcel Post Convention.
- (2) The conclusion of a new contract with the Peninsular and Oriental Steam Navigation Company with effect from the 1st February 1898, for a combined Eastern and Australian mail service under which the time in transit from London to Bombay has been materially reduced.
- (3) Arrangements for the exchange of postal parcels between India and the United Kingdom *via* Italy and France in addition to the exchange by the sea route *via* Gibraltar.
- (4) The direct exchange of postal parcels, on the basis of the Union system, between India and France and Germany.
- (5) The extension of the foreign parcel post to Western Australia, New Zealand, German South-West Africa, Peru and the State of Honduras.
- (6) Arrangements for the exchange of postal parcels weekly with the Colonies of New South Wales, South Australia, Victoria, and Tasmania by the route *via* Tutuorin and Colombo, in place of the former fortnightly exchanges.
- (7) The introduction of a weekly parcel post service with Queensland in place of the four-weekly service previously in existence, *via* Bombay, Aden, and Torres Straits.
- (8) The re-opening of the parcel post with Egypt and certain places served through Egypt, and with Gibraltar and Tangiers, which had been temporarily interrupted by quarantine restrictions.
- (9) The extension of the foreign money order system to the Niger Coast Protectorate and Rhodesia.

3. The transactions of the Imperial Post Office during the year under review, in comparison with those of the previous year, are shown below:—

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Number of Imperial Post Offices	9,949	10,263	+3.16
Number of letter-boxes (in addition to those at Post Offices)	16,952	17,721	+4.54
Number of letters and post-cards issued for delivery	386,950,269	409,797,236	+5.86
Number of newspapers issued for delivery	29,778,291	31,691,494	+7.09
Number of registered parcels issued for delivery	2,555,209	2,767,632	+8.31
Number of unregistered parcels issued for delivery	153,360	166,851	+8.77
Number of packets issued for delivery	19,341,398	21,364,415	+10.46
Number of letters and parcels insured	298,228	326,645	+9.53
Number of inland money orders issued	10,947,571	11,664,350	+6.55
Value of inland money orders issued	£ 21,97,29,206	24,23,27,096	+10.29
Commission realised on inland money orders issued	£ 27,92,116	30,57,199	+9.49
Number of telegraphic money orders issued	145,849	156,075	+7.01
Value of telegraphic money orders issued	£ 1,73,27,359	1,88,59,969	+8.80



		1896-97.	1897-98.	Percentage of increase + or decrease —.
Commission realised on telegraphic money orders issued	R	1,78,801	1,95,274	+ 9.53
Number of foreign money orders issued from India		59,854	68,350	+ 6.20
Value of foreign money orders issued from India	£	206,507	224,346	+ 8.64
Number of foreign money orders paid in India		85,036	89,743	+ 13.43
Value of foreign money orders paid in India	£	366,596	421,024	+ 15.36
Number of articles sent under the value-payable system		2,009,092	2,189,485	+ 8.93
Value declared for realisation under the value-payable system	R	2,30,39,800	2,56,62,825	+ 11.38
Commission realised on articles sent under the value-payable system	R	4,11,839	4,56,613	+ 10.77
<i>Mileage of Imperial mail lines.</i>				
Railways		19,410	20,248	+ 4.49
Mail carts, horses, camels, etc.		5,414	5,263	— 2.79
Bannars and boats		47,444	48,318	+ 1.84
Steamer services, sea and river		13,751	14,555	+ 8.03

4. There was an increase of 28 millions in the number of postal articles (excluding money orders) issued for delivery during the year, contributed to by increases of over 12½ millions under post-cards, of about 8½ millions in the case of paid letters, and of over 2 millions each under the head of newspapers and book and pattern packets. The percentage of increase in all articles taken together, was largest in the Punjab circle and is accounted for by the large bodies of troops collected there during the year. The popularity of the post-card continues to increase, and, as in last year, in the Bengal, Bombay, the Punjab, and Eastern Bengal circles, the number of post-cards exceeded the number of paid letters. The total number of unpaid letters was more than 29½ millions, the proportion being highest in Burma and Behar. The total number of letters registered during the year was more than 9½ millions, of which nearly a quarter were posted in Madras. Notwithstanding the increase of nearly 30 per cent in the number of unregistered parcels sent under the system newly introduced in 1895-96, the total number of parcels registered during the year was 8.31 per cent in excess of the number during the preceding year. The number of postal articles issued (excluding money orders) was 1.63 per head of the general and 38.58 per head of the literate population in comparison with 1.54 and 36.39 per head, respectively, during 1896-97. The figures of foreign correspondence with the United Kingdom show an increase of 31.73 per cent in the newspaper and packet mails received from home, which is in continuation of a similar increase in the previous year. There was also an increase of 13.36 per cent in the number of letters and post-cards received. These latter statistics are based on the weights recorded twice during the year, and in the absence of any special reason for the increase, the Director General doubts if the periods taken for the purposes of calculation were representative of the rest of the year.

5. The total number of postal articles (including money orders) received for delivery, was 466,643,617, the number actually delivered being 462,122,844 or 99.03 per cent as compared with 99.06 in the previous year. The number of articles ultimately found to be undisposable was 1,092,724 or 0.2 per cent of the aggregate number given out for delivery. From a special enumeration made for three months in the Bengal Dead Letter Office, it appeared that in the Bengal, Eastern Bengal and Assam Circles, 3,188 letters, 4,656 newspapers, and 284 packets were posted without any address at all, while in articles opened in the Dead Letter Offices of Bengal, Bombay,



Madras, the North-Western Provinces and Oudh, and the Punjab, cheques, notes, bills and hundis, etc., were found to the total value of Rs2,55,435 and Rs610, the greater part of which was successfully returned.

6. Under the head of "Money orders" the entire transactions of the year (comprising inland, Native State and foreign money orders) continue to show a considerable increase, as noted below:—

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Number of orders issued .	11,069,726	11,795,041	+ 6.56
Value of orders issued . . B	25,50,41,069	24,79,45,455	+ 10.18
Commission realised on money orders issued . . B	58,40,581	81,09,946	+ 9.48
Number of orders paid .	11,144,141	11,875,905	+ 6.57
Value of orders paid . . B	22,63,76,091	25,26,88,159	+ 10.65

The inland money order business shows a continuous and steady progress, and the transactions (excluding transactions in Native States) in the first complete year after its transfer from the Treasuries to the Post Office and during the last two years, compare as follows:—

	1896-97.	1897-98.	1898-99.
Number of orders . .	1,601,174	10,947,571	11,864,350
Value of orders . . . B	4,67,08,580	21,97,28,206	24,28,97,096
Commission realised on orders . . . . . B	5,35,976	27,92,116	30,57,199

The average value of an inland money order has for some years remained practically stationary at rather less than Rs21. The transactions in the Lower Provinces of Bengal continue to be on a larger scale than in any other circle and in the year under report comprised more than one-third of the total for the whole of India. The issue of revenue money orders in the North-Western Provinces and Oudh recovered, both in number and value, from the check caused during the previous year by the prevalence of famine, but in the Central Provinces famine continued to interfere with the number of such orders, although there was an increase in their value. The system of remitting miscellaneous Government dues through the post continued to make progress in Bengal, the North-Western Provinces and Oudh, and the Punjab. There was a considerable improvement in the number of rent money orders issued in the North-Western Provinces and Oudh, but there was a slight falling off in the Central Provinces both in number and value, while in Bengal there was a slight increase in number accompanied by a decline in the aggregate value.

Particulars of the money order transactions in Native States during the last two years are given below:—

	1896-97.	1897-98.	Increase + or decrease —.
Number of orders issued in Native States . .	80,935	76,043	— 4,892
Value of orders issued in Native States . . . B	19,28,527	22,67,584	+ 3,38,997
Number of orders paid in Native States . .	44,830	47,709	+ 3,079
Value of orders paid in Native States . . . B	12,66,067	13,80,175	+ 94,118

Compared with the figures for 1896-97 the transactions of the year under review show an increase under each head, except in the number of orders issued in Native States which decreased by 4,892.

The transactions in telegraphic money orders are shown below:—

	1896-97.	1897-98.	Increase + Decrease —.
Number of orders issued .	145,849	156,076	+ 10,226
Value of orders issued . . B	1,73,27,652	1,68,62,960	+ 15,25,610
Commission realised on orders issued . . . B	1,78,301	1,95,274	+ 16,973
Number of orders paid .	136,583	155,000	+ 18,417
Value of orders paid . . B	1,60,28,857	1,97,10,943	+ 36,82,686



There was a large increase both in the number and value of telegraphic money orders issued. It occurred principally in Bombay and is said to have been due to some extent to telegraphic remittances despatched by dealers for the purchase of grain for the famine-stricken districts in the Deccan; this method of remittance was also more frequently resorted to by emigrant labourers and others for the relief of urgent distress in their homes.

The number of sterling money orders issued rose from 59,654 in 1896-97 to 63,350 in 1897-98, and their value from £206,507 to £224,346, while in the case of sterling money orders received for payment in India, there was an increase in number from 85,036 in 1896-97 to 89,748 during the year under report, and in value from £186,896 to £221,024. The average value of a money order issued from India during 1897-98 was £3-10-10 as compared with £3-9-8 during the previous year, and that of a money order paid in India £5-11-3 against £5-6-8 in 1896-97.

As regards the money order transactions with foreign countries with which the Indian Post Office has exchanges based on Indian currency, the most remarkable increase occurred in the orders issued in British East Africa payable in India, which rose from about 4½ lakhs in 1896-97 to over 7½ lakhs in 1897-98. The total payments made by India on account of money orders advised by foreign countries were more than six times the amount of the issues by India on the same countries. The telegraphic money order transactions between India and Ceylon showed a considerable further development in both directions, there being an increase of 233 in the number and of Rs. 348 in the value of telegraphic money orders issued by India on Ceylon, and of 4,362 in the number and Rs. 93,608 in the value of orders issued by Ceylon on India.

7. The operations of the Post Office Savings Banks during the last two years are compared below:—

	1896-97.	1897-98.	Percentage of increase + or decrease —.
Number of banks . . .	6,420	6,290	—2·02
Number of accounts opened during the year . . .	208,140	175,946	—15·46
Number of accounts closed during the year . . .	148,712	166,979	+6·83
Number of accounts at the close of the year . .	713,820	730,387	+2·39
Amount of deposits during the year . . .	R 5,66,10,981	4,36,52,416*	—22·69
Amount of withdrawals during the year . . .	R 5,36,54,634	4,99,75,566*	—6·85
Amount of interest which accrued during the year .	R 30,12,992	28,03,669	—6·94
Amount of balance at the close of the year . . .	R 9,63,92,411	9,28,72,978	—3·65
Average balance of each account . . . . .	R 135·13	127·15	—5·90

There were several noticeable features in the transactions of the year of which however no special explanation is furnished; fewer accounts were opened and a less amount deposited, while for the first time since 1889-90, the closing balance was reduced below the figure of the previous year owing to the amount withdrawn being in excess of the amount deposited by more than the interest for the year. The late famine has no doubt been the chief factor in these results. Out of 730,387 active accounts at the close of the year, 36,386 were security deposit accounts, 5,735 public accounts, and 173 regimental and other conjoint accounts. Of the remaining 688,098 private accounts, with an aggregate credit of over 840 lakhs, 89,596 with a balance of over 100 lakhs were held on behalf of minors by their parents, relatives and guardians. Of the total number of accounts, 91·14 per cent were held by natives of the country, while considering the depositors according to their occupations, the largest numbers were under the heads of the professional and domestic classes and those of no occupation or with incomes derived from others or from their own property. The number of agricultural depositors increased by 1·07 per cent, but their total number is still small.

\* Inclusive of R1,14,62,868 balance of accounts transferred from one Post Office to another.



8. The total number of letters and parcels insured during the year amounted to 326,645 in comparison with 298,228 in the previous year, and the total insured value to Rs10,00,62,500 against Rs8,81,85,426; the insurance fees increased from Rs2,34,945, during the previous year, to Rs2,65,550 during the period under report. The largest increase in the number of parcels insured occurred in Bombay and is attributed in a great measure to the panic caused by the plague, during which many of the Marwari and other foreign traders made use of the postal insurance as the cheapest and safest method of despatching their valuables to their homes. Claims for compensation on account of the loss of insured articles or the abstraction of their contents numbered 34 as against 54 in the preceding year. Of those 24 were admitted, of which in 12, the loss was caused by fraud or negligence on the part of the servants of the Post Office; 6 claims arose out of losses by highway robbery of mails in British territory, and 6 claims were on account of insured articles lost in the Rivers Steam Navigation Company's steamer *Lookit* which sank with all the mails on board. The claims admitted involved the payment of Rs7,045 or 2.65 per cent of the total amount realised from insurance fees, as compared with a percentage of 4.57 in the previous year. In the case of one claim which was rejected, the sender was prosecuted and convicted for making a false declaration that the enclosures, consisting of a few old letters, were currency notes.

9. The value-payable business which has practically doubled since 1890-91 continued to develop during the year under report, the total number of articles so sent having risen from 2,009,092, during 1896-97, to 2,180,465, the total amount specified for recovery from the addressees from Rs2,30,39,800 to Rs2,56,62,825, and the commission realised from Rs4,11,839 to Rs4,56,613. The increase was thus 8.53 per cent in the number of articles, 11.38 per cent in the value specified for recovery, and 10.87 per cent in the commission realised. As formerly, the bulk of the business (about two-fifths) was transacted in the Bengal Circle, or practically in Calcutta, in which 779,808 out of a total of 818,602 articles were posted, and 88 lakhs out of the sum of over 92½ lakhs of rupees recovered from the addressees were payable. The value-payable business with Ceylon continued to show steady progress. The number of value-payable articles despatched from India to Ceylon rose from 21,713 to 28,697 in 1897-98, and their value from Rs1,98,071 to Rs2,07,000.

10. The number of complaints by the public against the Post Office showed an increase of 1.21 per cent. The proportion of cases in which the complaints were found to be well-founded was only 35.02 per cent of the whole number, while the percentage of complaints held to be groundless was 38.58. In the remaining cases investigations were either pending or had proved inconclusive.

11. As in previous years, the transactions connected with the receipt of salt revenue through the agency of the Post Office during the year were of small importance, the amount of revenue realised on this account having been Rs1,56,050 only on 57,786 maunds of salt, against Rs1,30,372 on 51,305 maunds of salt in the preceding year.

12. The total number of pensioners of the Native Army paid during the year in the Punjab was 24,713 against 24,112 in 1896-97, and the amount paid to them Rs17,82,147 in comparison with Rs17,46,833 in the preceding year.

13. The financial results of the working of the Post Office during the year under review are compared below with those of the previous two years:—

	1896-98. R.	1896-97. R.	1897-98. R.
Revenue . . . .	1,71,29,819	1,78,84,737	1,87,84,663
Expenditure . . . .	1,64,38,167	1,69,81,561	1,72,95,858
+ Surplus or — Deficit .	+ 6,96,452	+ 8,53,176	+ 14,88,805

Excluding, however, from the figures of expenditure the District Post charges (other than in Baluchistan) which are provided for by local cesses (Rs12,04,904, Rs12,75,420 and Rs18,38,110 in the respective years), and including the indirect charges detailed in section XI of the Report (Rs8,11,615, Rs8,00,918, and Rs9,74,242 in the respective years), the resulting surpluses are Rs10,89,741, Rs13,27,678 and Rs19,62,673. As remarked by the Director General,



considering the prevalence of plague and famine during the year, the continued progress in the Department is the more noticeable.

14. As already mentioned, a new Post Office Act was introduced and passed by the Legislature during the year, although it did not actually come into force until the 1st July 1898. Experience had shown the necessity of giving further legal protection to the Post Office, and more extensive powers to enable its officers to deal with different abuses. The course of English postal legislation has suggested the need for new penalties, and it was desirable to bring within the provisions of the law, the different new schemes, such as postal insurance and the value-payable and money order systems, which, having been introduced since the previous Postal Act of 1863, had hitherto remained outside its scope. Enabling powers were conferred by the new Act for dealing by rule with numerous questions of postal practice and procedure affecting the public, and the opportunity was taken to recast and re-arrange much of the original matter of the law.

15. The Department, of the work of which the far-reaching nature and the continuous development are amply illustrated in the Report, was ably administered throughout the year by Mr. Fanshawe, to whom the acknowledgments of the Government are due, as they are due also to Mr. H. M. Kisch for his services as delegate for India at the Washington Postal Congress. The Governor General in Council notices with satisfaction the names of the following officers as having rendered especially good service during the year:—

Messrs. P. Sheridan, J. Owens, E. A. Doran; Bai Daulat Ram Bahadur, C.I.E.; Mr. W. T. Van Someren, C.I.E.; Babu Praphulla Chandra Banerji; Messrs. H. C. Sheridan, A. Bean, L. Byrne, C. J. Stowell, A. B. Thompson, A. D. Appleby, N. M. Cama, G. O. Hart; Lala Bhagwandas and Babu Rash Bihari Dass.

The valuable services rendered by the Department in connection with the late disturbances on the north-western frontier have already been separately acknowledged.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Director General of the Post Office of India, and that the Report and the Resolution be published in the *Gazette of India*.

H. H. RISLEY,

*Offg. Secy. to the Govt. of India.*



# ANNUAL REPORT

ON

## THE POST OFFICE OF INDIA

FOR THE YEAR

### 1897-98.

No. 216 C., dated the 31st October 1898.

From—A. U. FANSHAW, Esq., C. S. I., Director General of the Post Office of India,  
To—The Secretary to the Government of India, Department of Finance and Commerce.

I have the honour to submit the Annual Report on the Post Office of India for the official year 1897-98.

2. The administration of the Department was in my hands throughout the year.

3. The year has been one of special work and of special demands upon the resources of the Department in various directions. It was remarkable for the convulsions of nature in the east of the Peninsula, which seriously affected postal arrangements. The earthquake in Assam and Bengal of the 12th June 1897 was followed by the great cyclone at Chittagong on the 24th October 1897. The first-named disaster destroyed large portions of the railway line, causing prolonged interruptions in traffic and necessitating the rapid organization of other means of communication under the greatest difficulties. On both occasions extensive damage was done to the buildings of the Department.

The postal arrangements for the important military operations on the North-West Frontier involved exceptional labour and responsibility, and constituted a severe tax on the powers of organization of the postal authorities in the Punjab. They have been separately reported on, and the success in carrying them out has already been recognized by Government.

During the course of the year, a new Post Office Act was introduced and passed by the Legislature though it did not actually come into force until the 1st July 1898. The old Act was defective in many ways and modern postal administration had quite outgrown its provisions. A large amount of personal work devolved upon me in the preparation of this Act, and in dealing with it at its various stages until it became law.

The effects of the famine were chiefly confined, as far as the Post Office was concerned, to an increase in money order transactions, owing to emigrant labourers, servants, and others making a larger use of the system than usual for the purpose of sending remittances to their homes in the famine-stricken tracts. The plague affected Post Office work less than in the previous year, owing, no doubt, to the population having grown more accustomed to it. It led to an increase in postal insurance business, chiefly between the Bombay Presidency and Rajputana, caused by money lenders and traders leaving their places of business

Charge of  
the Post  
Office  
Principal  
events,  
Inland Post.



for their homes and sending their valuables in advance by the post. The Post Office lost several of its servants from plague, and postal work in Bombay, Karachi and other plague-infected centres required specially careful supervision.

During the year special attention has been paid to the improvement of postal facilities in rural districts. The progress made in this respect is marked by the addition of 284 branch offices and 110 village postmen paid from Imperial and District Post Funds to the previously existing number. The increases have been greatest in the North-Western Provinces and Oudh, Bengal and the Punjab circles. At the same time steady progress has been made in the way of improving the position of the humbler servants of the Department. More would have been done in this direction had it not been that other important measures, which could not be carried out in 1896-97 owing to the necessity for strict economy, had to be made a charge against the grant for the year under review.

The last two months of the year saw the extension of the Postal Life Insurance scheme to all Government servants whose pay is audited in Civil or Public Works Account Offices, and to all members of establishments of the Military Department subject to Civil Rules whose pay is audited by Military Account Offices. It is too soon to form any confident opinion as to the success of this extension, but the results, so far, seem to show that it will be appreciated by the servants of the other Departments to which the scheme has now been made applicable. The sale of quinine through the agency of the Post Office was still further extended in the North-Western Provinces and Oudh. In the Punjab the money order system was adapted experimentally to the payment of petty sums for compensation under the Land Acquisition Act to the owners of the land taken up. A successful experiment in using the same system for the payment of Municipal refunds was made in Amritsar, while the Punjab Government set on foot a scheme under which it is hoped that the cultivating class may be induced to make more use of the Post Office Savings Bank than has been the case in the past. It may be added that further measures were taken to prepare for a decentralisation of money order audit, but definite proposals to complete the scheme were not made till 1898-99.

During the year senders of ordinary registered parcels were exempted from the trouble of filling up a form of receipt, and various minor changes in the parcel post rules were made. Among other changes the public was given the privilege of obtaining, for half an anna, a certificate of posting for any number of unregistered parcels or value-payable unregistered packets not exceeding six.

The improvements in the mail service between Bombay and Calcutta, *via* Nagpur and Jubbulpore, referred to in last year's report, came into effect during the year under review. The acceleration has been carried out most successfully by the railways concerned. The weekly special train from Bombay to Calcutta now brings the foreign mails into Calcutta about 45 hours after the steamer is signalled at Bombay, and all the most important places in Northern India share in this improvement. Under the new mail contract with the Peninsular and Oriental Steam Navigation Company, the outward foreign mail steamer leaves Bombay at 2 P.M. on Saturdays throughout the year, and it was found necessary to employ a weekly special train from Allahabad to Bombay to carry the mails from the Calcutta side, while a similar service was introduced from Jhansi to Itarsi for the benefit of the Punjab and other parts of Northern India. The outward foreign mails now leave Calcutta less than 44 hours before the mail steamer starts from Bombay, instead of leaving, as formerly, 68 hours in the fair weather, and 65 in the monsoon, in advance of that time.

In Calcutta a novel scheme of "continuous delivery" was experimentally introduced in selected parts of the city served by postmen belonging to the General Post Office. The experiment proved so successful that, towards the



close of the year, it was extended to the beats of all the postmen attached to the General Post Office. The object of this system is to give a continuous delivery of correspondence throughout the day at a minimum cost to the Department, and the result has been a very large increase of local correspondence which did not formerly pass through the post at all.

Besides the interruptions in the postal service caused by the earthquake of June, there were serious breaks during the year on the Great Indian Peninsula, Southern Mahratta, Nizam's Guaranteed State, North-Western, and Bengal and North-Western Railways, causing a temporary dislocation of mail arrangements, while a landslip which occurred on the Kathgodam-Naini Tal road in the end of September 1897 blocked the road for a week. A serious disaster also took place on the 2nd April 1897, when the S. S. "Loohit" sank with all the mails on board in the river Megna outside Chandpur.

4. The following were the principal events of the foreign post. The fifth Principal events, Foreign post. International Postal Congress was held during the year at Washington in May and June 1897, at which a number of material changes, some of them going to the root of the Union system, were decided upon, and an important step was taken by the Indian Post Office in declaring its intention to become a party to the Union Parcel Post Convention. The Acts of this Congress do not, however, come into force until the 1st January 1899. The British protectorate of Sarawak and the Orange Free State entered the Universal Postal Union, the former in July 1897 and the latter in January 1898. A new contract was negotiated with the Peninsular and Oriental Steam Navigation Company for a combined Eastern and Australian mail service, which came into operation on the 1st February 1898. The time in transit from London to Bombay under the new contract has been reduced from 395 hours and 35 minutes (16 days, 11 hours and 35 minutes) to 351 hours and 35 minutes (14 days, 15 hours and 35 minutes), so that the mails, which still leave London every Friday night, are now due at Bombay every Saturday at noon, in place of every Monday at 8 A.M. An exchange of postal parcels between India and the United Kingdom was established *via* Italy and France, in addition to the exchange by the sea route *via* Gibraltar, and a week is thus saved in the transit; while arrangements were made for the direct exchange of postal parcels, on the basis of the Union system, between India on the one hand and France and Germany on the other. The foreign parcel post was extended to Western Australia, New Zealand, German South West Africa, Peru and the State of Honduras. Arrangements were made for the exchange of postal parcels weekly with the colonies of New South Wales, South Australia, Victoria and Tasmania by the route *via* Tuticorin and Colombo, in place of the fortnightly exchanges which formerly existed; and similar arrangements were made for the establishment of a weekly parcel post service with Queensland, in place of the four-weekly service which had previously been carried on *via* Bombay, Aden, and Torres Straits. The parcel post with Egypt and certain places served through Egypt, and with Gibraltar and Tangiers, which had been temporarily suspended on account of quarantine restrictions, was re-opened during the year; and the foreign money order system was extended to the Niger Coast Protectorate and Rhodesia.

5. According to the Peninsular and Oriental Steam Navigation Company's Working of the P. and O. contract. time tables, as approved by Her Majesty's Postmaster-General, the steamers with the European mails were due in Bombay at 8 A.M. on Monday of each week during the first ten months of the year under report, and at noon on Saturday of each week during the remaining two months. The contract time was exceeded only once during the year, and then only by a few minutes. On 11 occasions the mail steamers arrived on Friday, on 25 occasions on Saturday, on



15 occasions on Sunday, and on one occasion on Monday. The shortest time occupied in transit by the mail from London to Bombay was 13 days 8 hours and 35 minutes, while the average time for the year was 14 days 14 hours and 47 minutes. In the opposite direction, that is, from Bombay to London, the quickest transit was 12 days 20 hours and 55 minutes, while the average time for the year was 14 days 23 hours and 17 minutes.

### Section I.—Post offices, Letter-boxes and Village Postmen.

Post offices,  
letter-boxes  
and rural  
delivery.

6. Appendix I shows the numbers of post offices, letter-boxes and village

	IMPERIAL POST.		DISTRICT POST.		Total.		Increase.
	Number at close of 1896-97.	Number at close of 1897-98.	Number at close of 1896-97.	Number at close of 1897-98.	Number at close of 1896-97.	Number at close of 1897-98.	
Post Offices	9,948	10,263	1,480	1,479	11,431	11,742	311
Letter-boxes (in addition to those at post offices).	16,950*	17,781	3,688	3,887	20,638	21,548	910
Village Postmen	4,388†	4,588	3,090	3,000	7,478	7,588	110

\* Two more shown in the Annual report for 1896-97.  
† One less shown in the Annual report for 1896-97.

posmen of the Imperial Post in each circle on the 31st March 1898, as compared with the numbers at the close of the previous year; and the marginal abstract shows the figures for the past two years for the whole

of India, for both the Imperial and District Post shown separately and together. The total number of post offices has increased by 311, and that of letter-boxes by 910. The increase in post offices was greatest in Bengal and in the Punjab, and in letter-boxes in the Punjab and in Madras. The total number of post offices entrusted to the charge of schoolmasters and other persons not belonging to the Department, was 6,520 at the end of the year under review, as compared with 5,812 at the end of the year 1896-97.

Post offices  
and letter-  
boxes con-  
trasted  
with area  
and popula-  
tion.

7. The following table shows for each circle, and for the whole of India, the number of post offices and letter-boxes, compared with the area, total population and literate population, according to the last census:—

NAMES OF CIRCLES.	Area in square miles.	Population.	Literate population.	Post offices.	Letter-boxes (including those at post offices).	1 POST OFFICE AREA.			1 LETTER-BOX AREA.		
						Square miles.	Popu-lation.	Literate popu-lation.	Square miles.	Popu-lation.	Literate popu-lation.
Bengal . . . . .	119,719	66,879,787	3,995,384	1,697	6,440	71	34,699	3,175	19	6,357	312
Bombay . . . . .	148,517	26,378,186	1,416,474	1,486	5,052	200	17,347	523	29	5,216	280
Madras . . . . .	205,015	55,984,761	3,188,768	2,205	5,832	119	25,380	1,410	47	9,934	553
North-Western Provinces and Oudh . . . . .	134,152	30,963,339	1,308,145	1,507	4,638	79	20,610	771	27	10,344	200
Punjab . . . . .	148,960	25,130,127	819,373	1,784	4,333	83	14,337	467	35	9,865	191
Assam . . . . .	49,004	5,470,833	168,314	252	671	148	10,518	508	72	2,188	331
Bihar . . . . .	42,364	23,578,375	718,383	575	1,886	74	41,140	1,242	33	16,580	507
Burma . . . . .	321,430	8,008,814	1,608,581	277	1,314	783	29,233	5,817	101	6,107	1,204
Central Provinces . . . . .	148,808	17,849,135	745,761	735	1,723	984	24,883	670	116	14,276	269
Eastern Bengal . . . . .	31,247	10,684,003	497,826	450	1,579	47	24,117	698	25	8,403	276
Rajputana . . . . .	177,441	17,848,893	—	330	556	333	53,541	—	318	31,053	—
Sind and Baluchistan . . . . .	53,898	3,430,081	118,030	196	377	275	15,303	881	617	8,750	213
Total . . . . .	1,512,491	185,852,303	12,044,393	17,742	53,790	189	14,394	1,010	45	8,500	349
1896-97 Total . . . . .	1,514,401	186,056,500	12,044,393	17,431	52,880	190	14,464	1,058	47	8,804	375

It will be observed that there is one post office in India for every 129 square miles, as against 132 square miles in 1896-97, and one letter-box for every 45 square miles as against 47 square miles in the previous year. In this respect Bengal, including Bihar and Eastern Bengal, continues to be the most favoured province as regards post offices and letter-boxes, while Burma and Rajputana are still the most backward.



## Section II.—Postal lines.

8. Appendix II contains statistics, according to postal circles, shewing the Postal communications.

Nature of line.	1897-98.				Total mileage in 1897-98.	Total mileage in 1896-97.	1897-98.	
	Imperial.	District Post.	Political.	Military.			Increase.	Decrease.
Railway	20,283	8	...	...	20,291	19,418	873	...
Mail cart	5,263	740	874	462	7,339	7,399	...	60
Runners and boats	48,318	33,975	...	...	82,293	81,185	1,108	...
Steamer	14,856	1,572	...	...	16,428	15,241	1,187	...
TOTAL	88,720	36,395	874	462	126,351	123,243	3,108	60

distances over which mails were carried by the various agencies of the Imperial Post Office. An abstract of that Appendix is given on the margin for facility of reference, with additional columns for District Post, Political and Military lines managed by the Post Office. There was a slight decrease under the head of mail cart lines, and an increase under all other heads, the increase being most marked in the case of "Runners and boats" and "Steamer." The extension of runner and boat lines occurred chiefly in the Madras circle and was due to the opening of new lines in the Cuddalore Division and the conversion of certain mail cart services into runners lines in other parts of that circle. The increase in Madras alone was about 500 miles. The increases in other circles were due to the opening of short lines, and to the transfer to Imperial of District Dak lines. The increase under steamer lines was mainly in the Burma circle, where the opening of a steamer service between Katha and Bhamo and also between Sandoway and Taung-gup added about 1,000 miles to the previous length.

The use of light hand carts or "Rickshaws" for carrying mails was further extended and continues to be well reported on in the matter both of economy and speed. This mode of carrying mails is gradually being introduced where the roads are good and the weight of the mails is sufficient to justify its adoption.

The use of bicycles on runners lines has been tried in parts of the Madras Presidency, and their use by letter-box clearers has also been tried in the town of Lahore. So far there seems to be every reason to anticipate the success of this form of conveyance in suitable localities, and it is the intention to extend the area of the experiment.

## Section III.—Correspondence and Parcels.

9. The estimated number of postal articles of all kinds, exclusive of money orders, issued for delivery during the year, amounted to 465 millions or 26 millions Postal Traffic. in excess of the number during the preceding year. The increase has been 37·03 per cent. since 1891-92, and 46·25 per cent. since 1890-91. Statistics showing the different classes of articles delivered in the various postal circles during 1897-98 will be found in Appendix III, and a summary of the general results is given in the following statement.

	Post-cards.	Letters (paid).	Letters (unpaid).	Letters (registered).	Total of Letters and post-cards.	Newspapers.	Book and pattern packets.	Parcels (registered).	Parcels (unregistered).	GRAND TOTAL (all postal articles except money orders).
1897-98.	166,803,227	181,817,607	29,469,993	8,860,142	386,950,269	29,778,291	19,341,398	2,555,209	153,550	438,778,727
1896-97.	179,370,803	190,258,850	29,791,932	9,375,651	408,797,236	31,891,484	21,364,415	2,767,639	198,351	465,019,125
1895-96.	12,567,176	8,441,243	322,639	515,509	21,846,567	2,113,193	2,023,017	918,430	44,791	26,240,398
Per cent.	7·53	4·64	1·09	5·82	5·65	7·10	10·46	8·31	29·17	5·98



There was thus an increase in the total number of articles under each head throughout India. The percentage of increase in all articles taken together was highest in the Punjab circle, where it was 13·22 per cent. Part of this increase is accounted for by the very large military force collected on the North-West Frontier during the year under report. The Bengal circle ranks next with an increase of 7·23 per cent., and the Burma circle follows with an increase of 6·82 per cent., and then come Assam, Bihar, Bombay, Rajputana and Sind and Baluchistan. In the year under report, as in previous years, the increase in the number of postcards (more than 12½ millions) far exceeded the increase in any other class of postal articles.

As in the previous year, the total number of postcards exceeded the total number of paid letters in the case of Bengal, Bombay, the Punjab and Eastern Bengal circles. The total number of unpaid letters was more than 29½ millions, the proportion of these letters being highest in Burma and Bihar, while the total number of unpaid letters delivered in Bengal was larger than in any other circle. The total number of letters registered during the year was more than 9½ millions. Registration, as usual, has been more popular in Madras than in other parts of India, the total number of letters registered in that Presidency being over 2 millions. The total number of parcels registered during the year was more than 2½ millions or an increase of 8·31 per cent. over the number of the preceding year, notwithstanding the very marked increase, of nearly 30 per cent., in the number of unregistered parcels under the system newly introduced in 1895-96.

Average number of postal articles per head of population.

10. The following table, prepared from the last census returns, shows for each circle the number of letters and other postal articles per head of the total population and per head of the literate portion of the population. Bombay, Sind and Baluchistan, the Punjab and Burma rank highest as regards the number of articles per head of the population, and Sind and Baluchistan, the Punjab and Bombay rank highest as regards the number of articles per head of the literate population.

NAME OF POSTAL CIRCLES.	Total population.	Number who can read and write.	Total number of postal articles (excluding money orders).	Number of postal articles per head of population.	Number of postal articles per head of those who can read and write.
Bengal . . . . .	40,879,787	1,993,584	70,723,000	1·73	35·48
Bombay . . . . .	26,372,106	1,416,474	88,849,186	3·37	62·72
Madras . . . . .	55,924,761	3,128,788	82,841,703	1·48	26·43
North-Western Provinces and Oudh .	50,943,235	1,308,145	62,418,058	1·23	46·19
Punjab . . . . .	25,130,127	819,383	60,113,909	2·39	73·36
Assam . . . . .	5,476,833	168,314	8,786,176	1·60	52·20
Bihar . . . . .	22,578,585	712,583	18,787,202	·80	26·37
Burma . . . . .	8,098,014	1,668,391	16,929,300	2·09	10·32
Central Provinces . . . . .	17,849,135	345,761	17,571,700	·98	50·82
Eastern Bengal . . . . .	10,082,923	427,814	16,256,579	1·61	38·00
Rajputana . . . . .	17,828,995	†	13,450,746	·75	...
Sind and Baluchistan . . . . .	3,030,981	115,056	9,895,828	3·26	86·01
TOTAL . . . . .	285,255,502	12,044,293	464,613,387	1·63	38·58
1896-97. Total . . . . .	285,255,502	12,044,293	438,407,600	1·54	36·39

\* Excluding Indian Post Offices at Bagdad, Bura, and places in the Persian Gulf.  
† Enumeration not taken under this head.



11. The figures in Appendix III include the foreign correspondence received in India for delivery, but a special table is given at the end of this paragraph showing separately the quantity of correspondence passing in each direction between India and the United Kingdom and between India and all other parts of the world. As regards the mails exchanged with the United Kingdom, the results of the year show a growth of traffic in all respects. The advance was of a normal character in the case of the homeward mails, but the increase in the case of those sent out from the United Kingdom calls for special remark. There was again this year an increase over the figures of the previous year, of more than a million in the number of newspapers and packets received from the United Kingdom. This steady addition of more than two millions during two successive years to the newspaper and packet mails sent out from home is sufficiently remarkable; but in the year under review there was also an unusual increase, at the rate of 13·36 per cent., of over 400,000 in the number of letters and postcards received from the United Kingdom, which it is not easy to account for. The figures showing the quantity of correspondence received from the United Kingdom are based on statistics of weight which are taken twice a year in the months of June and January. In both these months the weights of the mails for the year under review were greater than in the corresponding months of the previous year, the increase being specially marked in the month of January 1898, and it is possible that these figures may not be fairly representative of the whole year's traffic. As regards mails exchanged with countries other than the United Kingdom, statistics of the traffic are taken only once every three years, and as the figures given in the table are merely a repetition of those of last year, they do not call for any remark.

	Class.	ESTIMATED AGGREGATE NUMBER.		PERCENTAGE OF		Remarks.
		1897-98.	1898-99.	Increase.	Decrease.	
DISPATCHED FROM INDIA TO THE UNITED KINGDOM.	Letters and post-cards	3,027,204	36,81,417	142	...	The figures relating to correspondence despatched from India to the United Kingdom are based on statistics taken for each mail, and those relating to correspondence received from the United Kingdom are based on special statistics taken during the year.
	Newspapers, book-packets and samples	2,042,879	1,045,232	750	...	
RECEIVED IN INDIA FROM THE UNITED KINGDOM.	Letters and post-cards	3,174,077	2,804,404	10·26	...	
	Newspapers, book-packets and samples	6,642,479	6,045,332	21·73	...	
GRAND TOTAL OF ALL CORRESPONDENCE EXCHANGED WITH THE UNITED KINGDOM.	Letters and post-cards	6,201,281	6,685,821	7·23	...	
	Newspapers, book-packets and samples	8,685,358	7,090,564	18·42	...	
DISPATCHED FROM INDIA TO FOREIGN COUNTRIES OTHER THAN THE UNITED KINGDOM.	Letters and post-cards	2,109,500	2,109,500	...	...	Under the system of the Universal Postal Union, statistics of international correspondence are taken for 18 days every third year. The figures shown in the report for 1896-97 are here repeated as they are based on statistics recorded in May 1896.
	Newspapers, book-packets and samples	1,011,902	1,011,902	...	...	
RECEIVED IN INDIA FROM FOREIGN COUNTRIES OTHER THAN THE UNITED KINGDOM.	Letters and post-cards	2,157,702	2,157,702	...	...	
	Newspapers, book-packets and samples	1,346,086	1,346,086	...	...	
GRAND TOTAL OF CORRESPONDENCE EXCHANGED WITH FOREIGN COUNTRIES OTHER THAN THE UNITED KINGDOM.	Letters and post-cards	4,267,202	4,267,202	...	...	
	Newspapers, book-packets and samples	2,357,988	2,357,988	...	...	

12. The following statement gives details of the foreign parcel traffic both to and from India during the last two years. In the year under review there was



an increase of 15,189 or 6·5 per cent. in the total number of foreign parcels and of Rs 1,502 in the Indian share of the revenue from the foreign parcel post :—

PARCEL EXCHANGES.	TOTAL NUMBER OF PARCELS.		AVERAGE WEIGHT OF EACH PARCEL.		NET REVENUE OF THE INDIAN POST OFFICE.*	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
<i>With the United Kingdom.</i>	No.	No.	lb. oz.	lb. oz.	Rs.	Rs.
<i>A. Through British Post Office.</i>						
(1) <i>Via Gibraltar—</i>						
To India . . . . .	81,723	94,183	1 8·76	2 11·28	1,19,901	1,20,197
From India . . . . .	74,710	75,195	2 1·69	2 2·76	30,138	30,228
<b>TOTAL</b> . . . . .	156,433	169,378	1 11·79	2 7·50	1,50,039	1,50,425
(2) <i>Via Brindisi—</i>						
To India . . . . .	...	583	...	5 9·42	...	1,330
From India . . . . .	...	1,244	...	3 16·02	...	1,802
<b>TOTAL</b> . . . . .	...	1,827	...	4 4·04	...	3,132
<i>B. Through P. and O. S. N. Co. without the agency of the British Post Office.</i>						
To India . . . . .	3,182	2,897	5 10·61	5 0·46	9,323	7,633
From India . . . . .	2,404	2,052	11 7·67	15 6·25	13,109	11,072
<b>TOTAL</b> . . . . .	5,586	4,949	8 2·66	9 5·20	22,432	18,705
<b>Total number of parcels through both Agencies (British Post Office and Peninsular and Oriental Steam Navigation Company).</b>	162,019	174,327	1 15·21	2 10·68	1,72,531	1,69,130
<i>With the Continent of Europe.</i>						
To India . . . . .	3,259	3,267	5 0·13	5 3·34	9,090	7,604
From India . . . . .	4,774	4,387	3 14·69	3 11·80	2,729	3,574
<b>TOTAL</b> . . . . .	8,033	7,654	4 5·76	4 5·85	11,819	11,178
<i>With Other Countries.</i>						
To India . . . . .	16,433	19,624	3 6·40	3 8·38	15,222	18,573
From India . . . . .	38,847	43,089	3 0·19	3 9·61	35,729	45,790
<b>TOTAL</b> . . . . .	55,280	62,713	3 2·03	3 9·22	50,951	64,363
<b>GRAND TOTAL</b> . . . . .	227,332	246,921	2 5·04	2 15·26	2,35,301	2,50,803

\* Net revenue is calculated after deduction of customs duty and sums due to the Peninsular and Oriental Steam Navigation Company, the British Post Office, and other Administrations.

Parcel exchange with the United Kingdom.

13. More than 71·0 per cent. of the whole foreign parcel traffic was with the United Kingdom. As regards the exchange with the British Post Office, a new service by the overland route across the Continent of Europe was established



from the 1st February 1898, in addition to the service by the sea route *via* Gibraltar. During the two months of the year for which this new service was in operation, 1,244 parcels were sent to the United Kingdom, and 583 were received by the new route. Moreover, in view of the fact that there was a substantial increase in the number of parcels exchanged by the Gibraltar route, an increase in excess of the average increase for several previous years, the whole of the traffic carried by the new service may fairly be regarded as having been freshly created. As regards the exchange through the agency of the Peninsular and Oriental Steam Navigation Company, there was a small falling off in the number of parcels, both sent and received, and this exchange has practically now ceased to be of any importance. If the figures relating to all the parcel post services to and from the United Kingdom be taken together, they show a total increase of 8,135 in the number and of Rs. 731 in the net revenue of the Indian Post Office, over the figures of the preceding year.

14. In the exchanges with Continental Europe the number of parcels despatched from India shows a slight decrease, while the number received in India was about the same as last year. The new direct services established with France and Germany towards the end of the year under review do not appear, therefore, to have had any effect, so far, on the parcel post traffic with the Continent of Europe. In the exchanges with other countries, there was a satisfactory development of the traffic in both directions, an addition of 7,433, at the rate of 13.4 per cent., having been made to the number of parcels and of Rs. 3,412 to the net Indian revenue. The increase in the number of parcels sent to non-European countries is again to be attributed mainly to the steady growth of the parcel post with Ceylon.

Year.	Number of parcels.	Year.	Number of parcels.
1877-78 . . . . .	59,183	1888-89 . . . . .	163,989
1878-79 . . . . .	69,763	1889-90 . . . . .	177,210
1879-80 . . . . .	73,211	1890-91 . . . . .	191,713
1880-81 . . . . .	80,757	1891-92 . . . . .	211,162
1881-82 . . . . .	88,840	1892-93 . . . . .	185,460
1882-83 . . . . .	88,684	1893-94 . . . . .	204,270
1883-84 . . . . .	98,296	1894-95 . . . . .	215,201
1884-85 . . . . .	110,590	1895-96 . . . . .	220,378
1885-86 . . . . .	133,054	1896-97 . . . . .	231,332
1886-87 . . . . .	141,453	1897-98 . . . . .	246,521
1887-88 . . . . .	158,792		

15. The progress of the foreign parcel traffic as a whole since 1877-78 will be seen from the table in the margin.

16. The figures given in paragraph 9 of this report show that 465,019,125 letters, post-cards, newspapers, packets and parcels were issued for delivery during the year. These figures are calculated from actual enumerations made for a week at a time twice during the year, and approximately represent the delivery of mail articles properly so called. In order, however, to ascertain the entire delivery work of the year, it is necessary to add the number of money orders which are delivered and paid by postmen and village postmen. The entire delivery work of the year is shown by the following figures:—

Sent out for delivery (including 11,888,782 money orders) . . . . .	476,907,907
Received back undelivered (deducted as representing articles either again sent out and delivered, or sent to the Dead Letter Office) . . . . .	14,785,061
Balance actually delivered . . . . .	462,122,846
Sent to Dead Letter Office . . . . .	4,520,773
Total number received for delivery (counting each article only once) . . . . .	466,643,617

These figures show that the percentage of articles delivered on the whole number received for delivery was 99.03, as compared with 99.06 in the previous year.

17. The total number of letters, postcards and other articles excluding money orders, that reached one or other of the ten Dead Letter Offices, was 6,106,203 as compared with 5,613,291 received in the previous year. The distribution of these articles among the different Dead Letter Offices, and the way in which the



articles were disposed of are shown in detail in Appendix IV of which a summary is given below :—

	NUMBER.		PERCENTAGE.	
	1896-97.	1897-98.	1896-97.	1897-98.
Total number of articles received in Dead Letter Offices	5,613,291	6,266,203		
1896-97 1897-98				
DEDUCT—				
Articles issued by Dead Letter Offices for delivery to the addressees or senders, and received back again as undeliverable . . . . .	230,052	267,080		
Articles transferred to other Dead Letter Offices . . . . .	1,318,812	1,627,559		
Net receipts to be disposed of by the Dead Letter Offices . . . . .	3,864,427	4,210,564	100	100
Articles disposed of by the Dead Letter Offices, excluding articles returned as undeliverable.				
Disposed of by re-direction to addressees . . . . .	695,784	818,859	18'00	19'45
Disposed of by return to senders . . . . .	2,171,283	2,299,081	56'19	54'60
Articles undisposable . . . . .	997,358	1,092,724	25'81	25'95

Of the total number of articles 818,859 were successfully disposed of by being redirected and then delivered to the persons to whom they were addressed, while 2,299,081 were returned to the senders, and 1,092,724 were found to be unreturnable. This last figure is only 0'2 per cent. of the total number of articles given out for delivery in the year, and a large proportion of the 1,092,724 articles were from their nature not capable of delivery. From special statistics kept by the Bengal Dead Letter Office for three months, it appears that 3,188 letters, 4,656 newspapers and 284 packets were posted in the Bengal, Eastern Bengal and Assam circles without any address at all. As usual, a large number of valuable property was found in letters and other articles posted without address or with addresses so incorrect and incomplete that the covers had to be opened in order that the senders might be traced. In articles opened in the Dead Letter Offices of Bengal, Bombay, Madras, the North-Western Provinces and Oudh, and the Punjab were found cheques, hundis, bills of exchange, currency notes, coins and other property amounting in value to Rs. 2,55,435-0-8, £610-18-1, 5 Dollars and 28 Francs, and the greater part of this property was successfully delivered to the owners.



18. Particulars regarding the issues from treasuries of postcards, postage stamps, embossed envelopes and stamped wrappers will be found in Appendix V, and similar information regarding service postcards, service postage stamps, and service embossed envelopes will be found in Appendix VI, to which is added an abstract of the two appendices, showing the issues of each kind of postcard, postage stamp, embossed envelope and stamped wrapper. The total value of the issues of ordinary stamps was  $\text{Rs } 1,32,72,755$ , and of service stamps  $\text{Rs } 26,64,281$ , there being an increase over the figures of the preceding year of  $\text{Rs } 8,77,833$  in the value of ordinary stamps, and of  $\text{Rs } 71,315$  in the value of service stamps.

Sale of  
postage  
stamps, etc.

The issues of ordinary stamps were largest in the Bombay circle, where they amounted to nearly 27 lakhs of rupees. Madras comes next with issues of over 23 lakhs of rupees, and Bengal follows with issues of nearly 23 lakhs of rupees. The inland single postcards continued to command the highest sales, the total issues being over 120 millions in number. The small  $\frac{1}{2}$  anna envelope had the next largest sales, over 75 millions being issued during the year. Of the  $\frac{1}{2}$  anna adhesive stamps, over 58 millions were issued, of the  $\frac{1}{2}$  anna reply postcards, over 16 millions, of the one anna adhesive stamps, nearly 11 millions, of the 2 anna adhesive stamps, over 6 millions, of the  $2\frac{1}{2}$  anna adhesive stamps, over 3 millions, and of the 4 anna adhesive stamps, over 2 millions. In the case of the  $\frac{1}{2}$  anna square envelopes, both ordinary and service, as well as in the case of the one anna service envelopes, the sales declined; but there was an improvement in the number of one anna ordinary square envelopes issued, while there was also an increase in the sales of registration envelopes of all kinds, over the figures of the previous year.

The issue of  $\frac{1}{2}$  anna wrappers fell from some 358 thousand in the preceding year to some 329 thousand during the year under review, but there seems to have been a slightly increased demand for one anna wrappers, of which the issues rose from about fifty thousand in the previous year to about fifty-six thousand in the year under review.

Apart from the sales of postage stamps, one anna revenue or receipt stamps to the value of  $\text{Rs } 3,94,650$  were sold during the year, through the agency of the Post Office. Non-judicial stamps and Court-fee stamps are also sold at many post offices, but, except in Burma, the postmaster acts, as regards these stamps, as a private vendor, and the stamps do not form part of the post office balance. In Burma, where general stamps are kept by the postmaster in the same way as other stamps, the sales on this account amounted to  $\text{Rs } 65,093$ .

#### Section IV.—District Post.

19. There has been no change in the management of the District Post during the year under report. It was administered, as usual, by the heads of postal circles subject to the control of the several Local Governments and Administrations.

Manage-  
ment of the  
District  
Post.

20. The comparative statement given on the next page shows the establishments, income, and expenditure of the District Post, and also the work done under this head for the years 1896-97 and 1897-98. The total income of the year under report was  $\text{Rs } 12,28,851$ , and the total expenditure  $\text{Rs } 12,46,082$ . There was a decrease of 4 in the number of post offices, and of 125 in the number of postmen and village postmen, while the number of letter-boxes kept up out of District Post funds increased by 139, and the length of District Post mail lines by 380 miles. There was also an increase of 779,766 or 4.53 per cent. in the number of articles, including money orders, delivered by the District Post agency, and of 548,033 or 4.70 per cent. in the number of articles posted in post offices and letter-boxes kept up by the District Post. Appendix VII gives details according to circles of letters and other postal articles sent to, and received from, the District Post.

General re-  
sults of the  
year.



## District Post.

NAME OF POSTAL OFFICE.	Number of District Post Offices and Receiving Offices.	Number of District Post Offices and Receiving Offices.	Number of District Post Offices (in addition to those at post offices).	Length in miles of District Post Lines.	Local Cost.	Grant from Imperial or Provincial Treasury.	Expenditure.	Articles received from the Imperial and District Post Offices.	Articles posted in the District Post Office for delivery by the District Post Office.	Articles returned by the District Post Office for delivery by the District Post Office.	Percentage of articles returned on the total number received for delivery by the District Post Office.
	No.	No.	No.	Miles.	R.	R.	R.	No.	No.	No.	%
Bengal	189	23	334	7,700	2,23,322 (a)	Nil.	2,15,066	1,804,397	1,618,012	64,335	3.56
Bombay	194	23	330	7,862	2,29,072 (a)	Nil.	2,44,837	1,878,002	1,071,544	70,104	3.73
Madras	55	590	584	380	Nil.	84,282	81,371	2,087,580	904,610	73,218	3.50
North-Western Provinces and Oudh	60	606	622	300	Nil.	88,903	90,052	2,490,258	1,160,346	91,752	3.67
Punjab	159	817	643	1,886	Nil.	1,16,040	1,09,774	2,997,865	1,110,878	176,309	5.87
Assam	148	716	689	1,234	1,89,000	1,15,700	1,15,704	3,031,453	1,683,434	177,260	5.84
Bihar	297	674	735	9,293	1,91,000	Nil.	1,91,665	3,633,330	2,369,059	187,548	5.16
Burma	293	718	539	3,001	1,32,319	11,872	1,00,045	3,717,815	2,401,932	196,759	5.29
Central Provinces	372	718	575	3,018	1,43,260	11,872	1,55,132	3,490,254	2,364,995	223,438	6.40
Eastern Bengal	380	84	48	1,320 (b)	46,985	Nil.	44,007	3,385,060	2,313,814	209,289	6.18
Rajputana	66	83	50	1,322 (b)	47,293	Nil.	45,898	485,370	375,913	27,706	5.70
Sind and Baluchistan	65	Nil.	83	3,386	1,26,064	Nil.	1,03,250	542,385	441,862	27,144	5.00
Total	86	Nil.	83	3,459	1,18,732	Nil.	1,17,574	786,288	714,408	47,832	6.08
	90	168	634	3,070	1,03,830	Nil.	97,835	806,988	806,382	53,166	5.92
	90	165	686	3,793	1,04,000	Nil.	1,02,523	887,269	682,456	64,200	7.24
	125	79	54	4,168 (d)	81,429	20,720	1,02,523	995,732	748,161	69,430	6.97
	117	77	57	4,075 (d)	74,108 (f)	36,007	1,08,604	383,707	264,538	31,048	8.09
	32	3	1	1,309	60,472	Nil.	55,320	368,992	289,678	31,740	8.60
	33	3	1	1,386	59,028 (e)	Nil.	59,711	597,851	647,202	14,310	2.39
	10	6	Nil.	190	835	Nil.	4,015	620,094	636,324	35,090	2.43
	11	5	Nil.	289	834	3,280	4,170	60,710	49,848	3,564	5.87
	1	Nil.	1	281	Nil.	5,142 (e)	5,142	58,380	47,816	3,396	5.81
	2	Nil.	1	281	Nil.	5,142 (e)	5,142	4,190	4,065	106	2.52
Total	1,483	3,241	3,688	35,915	9,64,886	2,41,336	11,54,726	17,218,841	11,666,504	913,804	5.31
	1,479	3,116	3,827	36,295	9,67,947	2,60,904	12,46,082	17,098,607	12,214,537	945,330	5.25

(a) Includes contributions from Tributary States.  
 (b) These are dry season distances; during the rains these distances are increased in length.  
 (c) Includes contributions from Frontier Fako Fund, Rs. 954, and the Sule of Hill Territories, Rs. 200.  
 (d) Revised figure.  
 (e) Includes contributions from Tributary States.  
 (f) Includes contributions from Frontier Fako Fund, Rs. 954, and the Sule of Hill Territories, Rs. 200.



## Section V.—Money Orders.

21. The total number of money order offices at the end of the year under review was 11,491 as compared with 11,295 at the close of the previous year. The number of inland money orders issued, including telegraphic money orders, but excluding all transactions with Native States, was well over 11½ millions, of the aggregate value of nearly 24½ crores of rupees, while the commission realized amounted to over 30½ lakhs of rupees. The table

INLAND MONEY ORDERS.	Total number of money orders issued.	Total value of money orders issued.	Commission realized.
No.	Rs.	Rs.	
During the year 1878-79, the last complete year before money order business was transferred from treasuries to the Post Office	245,458	89,24,720	1,05,870
During the last quarter of the year 1879-80. (The Post Office began the business on the 1st January 1880)	232,639	72,48,208	84,901
During the year 1880-81	1,604,174	4,57,08,580	5,35,976
" " 1881-82	2,157,796	5,73,34,027	6,79,073
" " 1882-83	2,505,904	6,46,84,183	7,70,958
" " 1883-84	3,034,894	7,31,24,179	8,84,903
" " 1884-85	3,550,257	8,20,28,559	11,06,220
" " 1885-86	4,167,078	9,38,27,373	11,73,830
" " 1886-87	4,821,117	10,68,49,151	13,37,820
" " 1887-88	5,512,395	11,84,43,573	14,94,381
" " 1888-89	6,136,790	12,99,06,864	16,57,762
" " 1889-90	6,759,116	14,65,32,147	17,95,350
" " 1890-91	7,326,065	15,77,79,303	19,37,598
" " 1891-92	7,783,296	16,44,09,526	20,58,300
" " 1892-93	8,237,855	17,19,16,585	21,58,398
" " 1893-94	8,754,940	18,35,34,008	22,95,946
" " 1894-95	9,422,105	19,43,49,308	24,40,083
" " 1895-96	10,055,036	20,62,03,368	26,00,580
" " 1896-97	10,947,371	21,97,28,206	27,92,116
" " 1897-98	11,604,350	24,23,37,096	30,57,199
Percentage of increase over the year 1896-97	6.55	10.29	9.49

in the margin shows the yearly progress made in this branch of business since it was undertaken by the Post Office in 1880. It will be seen that it has more than doubled in the last ten years. During the year under

YEARS.	Average value of an inland money order.		
	Rs.	s.	p.
1892-93	20	13	10
1893-94	20	15	5
1894-95	20	10	0
1895-96	20	8	0
1896-97	20	1	1
1897-98	20	12	4

report there was an increase of 6.55 per cent. in the number of inland money orders issued, of 10.29 per cent. in their value and of 9.49 per cent. in the amount of the commission realized. The average value of an inland money order has stood at something less than Rs. 2 for the last six years, as the figures in the margin show, with a tendency to decline, up to the year

under report.

22. The following statement shows the distribution of the inland money order business among the various postal circles:—

Incidence of inland money order work according to postal circles.

NAME OF POSTAL CIRCLES.	ISSUES DURING 1897-98.		PAYMENTS DURING 1897-98.		PERCENTAGE TO THE WHOLE.	
	Number of money orders.	Value of money orders.	Number of money orders.	Value of money orders.	Number of money orders.	Value of money orders.
		Rs.		Rs.		
Bengal	2,793,150	4,63,00,187	2,615,899	4,58,36,698	23.21	19.01
North-Western Provinces and Oudh	1,371,666	2,78,24,710	2,305,168	4,47,94,593	17.48	14.98
Bombay	1,315,507	3,16,43,287	1,517,287	3,26,00,301	12.15	13.87
Madras	1,466,097	2,92,44,928	1,309,388	3,31,62,130	12.76	12.88
Punjab	1,168,483	2,40,75,484	1,168,576	2,76,64,413	10.02	10.66
Burma	639,672	2,27,06,825	1,20,551	97,61,222	3.52	6.70
Bihar	715,044	1,23,33,037	983,684	1,57,16,046	7.29	5.79
Eastern Bengal	591,104	1,17,15,544	557,057	1,04,06,847	4.91	4.56
Central Provinces	310,444	1,33,01,261	233,298	60,10,910	3.19	3.99
Rajputana	267,731	72,96,116	189,568	61,39,931	1.88	2.77
Assam	392,617	91,32,100	123,996	40,10,162	2.22	2.71
Sind and Baluchistan	230,287	58,62,587	87,261	32,58,107	1.36	1.88
Total	11,664,350	24,23,37,096	11,651,473	24,23,40,991	100	100
Total for 1896-97	10,947,371	21,97,28,206	10,928,731	21,92,17,214	...	...
Increase	716,779	2,26,08,890	722,742	2,31,23,777	...	...



As in previous years the money order business of the Bengal circle was on a larger scale than that of any other postal circle. The number of orders issued and paid in the Lower Provinces during the year under report was more than one-third of the total transactions for all India. As in former years also the payments were largely in excess of the issues in the North-Western Provinces and Oudh, Bombay, and Bihar; whereas in Bengal, Assam, Burma, Central Provinces, Rajputana, and Sind and Baluchistan, the issues were in excess of the payments.

Revenue  
money  
orders.

23. In the North-Western Provinces and Oudh, the total number of revenue money orders issued, which during the previous year fell off in consequence of the prevalence of famine, showed during the year under report considerable improvement. The number of orders rose from 133,498 in 1896-97 to 168,118, and the amount from Rs 30,44,174 to Rs 37,46,711. In the Central Provinces, however, famine continued to interfere with the progress of the scheme during the year under report. The total number of revenue money orders issued there fell from 10,728 in 1896-97 to 9,976, but the amount rose from Rs 4,18,965 in the previous year to Rs 4,48,834 during the year under report. In the Lower Provinces of Bengal, including Eastern Bengal and Bihar, there was an increase both in the number and value of revenue money orders, as compared with the figures of the preceding year. The number of orders rose from 192,425 in 1896-97 to 193,278, and the amount from Rs 17,79,477 to Rs 18,91,028. The total number of revenue money orders issued in the Punjab rose from 9,859 in 1896-97 to 11,030 during the year under report, and the amount from Rs 5,81,235 to Rs 7,05,213.

Remittances  
of miscellaneous  
Government  
dues by  
money  
orders.

24. In the Lower Provinces of Bengal 93,933 official money orders of the aggregate value of Rs 20,32,378 were issued during the year under report as compared with 92,195 money orders of the aggregate value of Rs 21,25,813 issued in the previous year. In the North-Western Provinces and Oudh the system of remitting miscellaneous Government dues by money orders is making progress every year. The number of orders rose from 22,847 in 1896-97 to 28,916 during the year under report, and the value from Rs 4,74,493 to Rs 5,83,856. In the Punjab there was an increase of 248 in the number and of Rs 16,305 in the value of official money orders—the total number of orders and their amount being 4,023 and Rs 1,02,571 as compared with 3,775 and Rs 86,266, respectively, in the previous year. In Madras 4,416 official money orders of the aggregate value of Rs 74,633 were issued during the year under report as compared with 4,464 money orders of the aggregate value of Rs 75,018 in the previous year. In Burma, where the system was introduced in August 1896, official money orders were issued only from three offices and numbered 119 of a total value of Rs 6,665.

Rent money  
orders.

25. In the North-Western Provinces and Oudh the rent money order business, which for the last three years has been falling off, considerably improved during the year under report. The total number of orders rose from 51,691 in 1896-97 to 59,055, and the amount from Rs 7,03,349 to Rs 8,39,608. In the Central Provinces the number of rent money orders fell during the year under report from 1,509 in 1896-97 to 1,450, and the amount from Rs 24,693 to Rs 24,102. The decrease is said to be due to causes connected with the late famine. In the Lower Provinces of Bengal the progress reported last year was not sustained during the year under report. Though the number of orders slightly rose from 49,675 in 1896-97 to 49,819, the amount fell from Rs 7,40,310 to Rs 7,34,892.



26. The following statement shows the money order transactions with Native States :—

Money order transactions with Native States.

	ISSUES IN THE STATE.		PAYMENTS IN THE STATE.	
	Number.	Value.	Number.	Value.
		₹		₹
Gwalior . . . . .	46,438	14,86,276	20,261	5,55,399
Patiala . . . . .	17,782	4,20,965	17,644	5,18,901
Jhind . . . . .	4,612	1,45,188	4,353	1,25,005
Nabha . . . . .	3,889	1,21,296	4,273	1,22,978
Chamba . . . . .	1,693	61,936	317	18,322
Faridkot . . . . .	1,629	31,863	661	19,570
<b>TOTAL</b>	<b>76,043</b>	<b>22,67,524</b>	<b>47,709</b>	<b>13,60,275</b>
Total for 1896-97	80,935	19,28,527	44,630	12,66,057
Increase or decrease	-4,892	+3,38,997	+3,079	+94,118

There was an increase of more than 3½ lakhs of rupees in the value of the issues and of more than ninetyfour thousand rupees in the value of the payments, in the Native States. It will be noticed that the payments made by the Imperial Post Office on account of money orders issued by Native States have been much larger than the issues by the Imperial Post Office on those States, and that this excess is an increasing quantity. The excess occurs mainly in the transactions with Gwalior State.

27. The transactions in telegraphic money orders are given in the following table according to postal circles :—

Telegraphic money orders.

NAMES OF POSTAL CIRCLES.	ISSUES.			PAYMENTS.	
	Number of money orders.	Value of money orders.	Commission.	Number of money orders.	Value of money orders.
		₹	₹		₹
Burma . . . . .	68,031	68,99,161	71,761	18,561	38,30,426
Madras . . . . .	20,693	26,03,818	26,870	43,057	47,14,254
Bombay . . . . .	10,071	20,94,766	11,318	12,015	16,30,613
Bengal . . . . .	16,382	20,36,825	21,379	21,133	25,30,876
Eastern Bengal . . . . .	5,064	9,56,866	9,658	11,290	9,28,291
Punjab . . . . .	7,239	8,13,414	8,640	10,810	22,31,414
Assam . . . . .	8,596	7,89,090	8,544	3,754	6,43,995
Central Provinces . . . . .	3,972	7,57,044	7,480	3,102	3,77,287
North-Western Provinces and Oudh . . . . .	6,680	6,85,890	7,289	21,675	17,20,000
Bihar . . . . .	3,742	4,38,491	4,591	5,552	5,17,907
Sind and Baluchistan . . . . .	3,541	4,29,005	4,567	1,581	2,58,976
Rajputana . . . . .	2,064	3,08,090	3,177	2,467	2,96,284
<b>TOTAL</b>	<b>156,075</b>	<b>1,88,52,969</b>	<b>1,95,274</b>	<b>155,000</b>	<b>1,97,10,943</b>
Total for 1896-97	145,849	1,73,27,389	1,78,301	136,583	1,60,28,357
Increase	10,226	15,25,610	16,973	18,417	36,82,586



There was again a marked increase in the number and value of telegraphic money orders. The number of orders issued rose from 145,849 in 1896-97 to 156,075 and their value from Rs. 1,73,27,359 to Rs. 1,88,52,969. The chief increase occurred in Bombay, and is said to be due to some extent to grain dealers sending telegraphic remittances for the purchase of stocks of grain for the famine-stricken districts in the Deccan. There is no doubt that similar causes affected other parts of India in the same way, while emigrant labourers and others, in distant places, such as Burma, used this means of remittance more than usual in order to alleviate urgent distress in their homes. The postal commission on the orders amounted to Rs. 1,95,274 in addition to Rs. 1,56,075, the cost of telegrams, which is paid by the remitters along with the postal commission but credited to the Telegraph Department.

The average value of a telegraphic money order for the last six years is

YEARS.	Average value of a telegraphic money order.		
	Rs.	s.	d.
1892-93	108	0	0
1893-94	107	15	4
1894-95	111	7	5
1895-96	115	12	7
1896-97	118	12	10
1897-98	120	12	6

shown in the marginal statement.

Telegraphic money orders continued to be issued far more freely from Burma than elsewhere, the orders issued from that province in the year under report being 43.59 per cent. of the total number for the whole of India.

Payments in Burma also con-

tinued, as in previous year, to be larger in amount than in any other provinces, excepting only Madras.

28. Foreign money orders for and from the United Kingdom, most of the British Colonies and possessions, foreign European countries and most of their colonies and possessions and Egypt are issued in sterling, payments being made by the remitters and to the payees in India at the rates of exchange fixed by the Post Office from time to time for this purpose. Details of the sterling money order exchanges of the year are given in the table below:—

Foreign money orders in sterling.

COUNTRIES OF EXCHANGE	1896-97.				1897-98.			
	ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.		ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		Rs. s. d.		Rs. s. d.		Rs. s. d.		Rs. s. d.
United Kingdom	53,187	183,635 12 11	20,230	78,920 14 2	57,498	202,800 5 10	28,171	135,514 14 11
France	1,021	4,108 11 6	930	9,453 3 5	1,381	3,165 12 9	1,105	10,026 14 5
Egypt	416	1,933 14 10	452	3,408 9 8	488	1,990 9 5	438	4,689 9 0
Germany	1,593	4,827 13 0	957	5,366 2 10	1,623	5,421 9 3	1,395	8,203 2 4
Italy	732	5,918 18 9	908	8,907 16 9	688	5,636 10 11	76	585 11 11
New South Wales	223	715 19 10	1,148	8,648 15 11	183	637 6 7	1,430	12,246 6 0
Victoria	506	1,946 15 11	801	6,009 10 2	501	1,829 14 7	939	7,174 14 7
Western Australia	34	243 11 10	586	5,283 9 9	24	103 15 3	712	6,705 12 2
Cape Colony	70	285 7 6	7,525	59,848 10 2	14	91 10 0	3,272	24,761 2 0
Queensland	84	194 11 5	245	2,061 2 4	60	126 5 10	318	3,031 19 6
South Australia	68	273 11 8	336	1,658 1 5	83	529 0 8	319	2,085 6 6
New Zealand	115	400 2 5	240	1,315 11 9	111	376 18 6	242	1,157 1 8
Tasmania	405	687 12 9	64	198 1 4	318	502 5 4	99	530 13 9
Denmark &c.	43	293 18 11	29	373 13 5	45	170 13 6	37	448 2 4
Switzerland	123	433 14 5	75	213 11 10	125	495 15 1	88	423 5 11
Malta	100	256 10 0	168	861 15 2	138	310 7 1	83	387 19 7
British Guiana	34	280 11 2	1,151	2,377 5 6	70	243 16 6	1,019	2,061 15 7
TOTAL	59,654	206,507 6 1	35,030	180,895 15 7	63,350	224,345 17 1	39,743	221,071 11 10
Percentage of increase or decrease	...	...	...	...	+6.30	+8.64	+13.43	+18.26
Average amount of each order	...	3 9 3	...	5 6 8	...	3 10 10	...	5 11 3

During the year under review the number of sterling money orders issued rose from 59,654 in 1896-97 to 63,350, while the value increased from Rs. 206,507 to Rs. 224,345. This increase was, as usual, principally due to the growth of the



drawings upon the United Kingdom. In the case of sterling money orders received for payment in India, there was also an increase, the number being greater by 4,707 and the value by £34,128 than the figures for the previous year. The average value of a money order issued from India in 1897-98 was £3-10-10 as compared with £3-9-3 in 1896-97, and that of a money order paid in India was £5-11-3 as compared with £5-6-8 in the preceding year. The average of the rates of exchange in force during 1897-98 was 15½d. per rupee as compared with 14½d. in the previous year.

29. The following table shows the money order transactions with foreign countries to and from which the amounts are advised in Indian currency :—

	1896-97.				1897-98.			
	ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.		ORDERS ISSUED BY INDIA.		ORDERS PAID IN INDIA.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		₹ a. p.		₹ a. p.		₹ a. p.		₹ a. p.
Ceylon	5,007	1,64,361 0 0	61,403	12,72,007 8 0	5,631	1,86,887 5 0	71,976	27,05,411 0 0
Straits Settlements	415	31,021 17 0	15,069	7,40,519 2 0	610	36,693 2 0	12,601	5,68,096 1 0
Portuguese Settlements (Suva)	10,365	1,63,319 4 0	1,708	7,12,459 11 0	12,555	9,68,705 8 0	2,728	1,04,979 15 0
German Protectorate (East Africa)	—	—	1,641	1,69,148 13 0	4	182 12 1	1,615	1,48,877 13 0
Mombasa (British East Africa)	138	7,044 4 0	7,873	4,46,316 5 0	29	8,124 11 0	11,663	2,64,972 18 0
China and Japan	371	17,617 7 0	1,007	68,403 4 0	371	26,969 3 0	763	17,678 0 0
Mauritius	78	5,444 0 0	1,637	68,363 10 0	79	5,068 10 0	1,586	97,519 7 0
Zanzibar (British Protectorate)	309	27,523 4 0	2,307	2,03,095 5 0	235	10,857 15 0	2,344	2,06,323 0 0
Seychelles	21	1,058 5 0	218	15,539 19 0	26	1,573 12 0	270	19,013 1 0
North Borneo	8	148 11 0	134	9,973 10 0	12	381 3 0	139	8,382 9 0
TOTAL	19,971	6,32,634 8 0	69,439	41,83,309 15 0	18,682	7,41,282 12 0	108,086	46,50,942 1 0
Percentage of increase or decrease on previous year	—	—	—	—	+16.37	+10.32	+9.26	+11.79
Average amount of each order	—	37 9 2	—	42 1 1	—	37 12 2	—	62 14 2

\* Includes Indian Ceylon telegraphic money orders.

The drawings by the foreign countries and colonies upon India during the year have, as in the previous years, largely exceeded the drawings by India on those countries and colonies except in the case of the Portuguese Settlements. The heaviest drawings were by Ceylon, British East Africa, the German Protectorate (East Africa), Mauritius and the Straits Settlements. The total payments made by India on account of money orders advised by foreign countries were more than six times the amount of the issues by India on those countries. The average value of a foreign rupee money order issued by India in 1897-98 was ₹37-12-2 as compared with ₹37-9-2 in 1896-97, and that of an order paid in India was ₹42-14-3 as compared with ₹42-1-1 in the preceding year.

30. The telegraphic money order transactions between India and Ceylon are shown in the statement on the margin. There was a considerable further development of the

YEAR.	ISSUED BY INDIA ON CEYLON.			ISSUED BY CEYLON ON INDIA.		
	No.	Amount.		No.	Amount.	
1896-97	885	59,779 0 0	₹ a. p.	11,550	7,57,760 0 0	₹ a. p.
1897-98	1,138	68,127 0 0		15,957	10,61,368 0 0	
Increase	253	8,348 0 0		4,407	3,03,608 0 0	

Ceylon to India. There was an increase of 253 in the number and of ₹8,348 in



the value of telegraphic money orders issued by India on Ceylon and of 4,362 in the number and Rs. 3,03,608 in the value of orders issued by Ceylon on India. During the year under review the number of telegraphic money orders drawn by Ceylon on India rose to 15,951 or to more than 14 times the number of orders drawn by India on Ceylon. At the same time the value of orders drawn by Ceylon on India rose to Rs. 10,61,368 or to more than 15 times the value of orders drawn by India on Ceylon.

Forfeited or void money orders.

31. The usual statement of forfeited and void money orders is given below:—

Balance on the 31st March 1897.		Void money orders for 1897-98.		Total.		VOID ORDERS PAID, REPAYED TO REMITTERS IN FOREIGN COUNTRIES, RENEWED AND FORFEITED TO THE STATE DURING 1897-98.								Balance on the 31st March 1898.	
						Paid and repaid.		Renewed.		Forfeited to the State.		Total.			
No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.	No.	Value.
	R. s. d.		R. s. d.		R. s. d.		R. s. d.		R. s. d.		R. s. d.		R. s. d.		R. s. d.
3,071	27,321 13	9,692	3,21,860 6	12,784	4,09,441 5	9,113	1,27,925 1	2,259	1,13,676 2	4,080	6,454 14	8,998	3,13,235 2	3,730	90,184 14

Revised figures.

The total balance standing on the register of forfeited money orders at the end of the year was Rs. 96,184 against Rs. 87,591 at the close of the previous year.

Aggregate money order transactions—inland and foreign.

32. The following statement gives an abstract of the entire money order business of the Post Office in the year, including inland and foreign money orders, both ordinary and telegraphic, the foreign sterling money orders being shown in Indian currency at the rates in force when the transactions took place:—

Money orders—Inland, Native State, and foreign for the year 1897-98.	ISSUES.						PAYMENTS.					
	Number.	Value.			Commission.			Number.	Value.			
		₹	₹	p.	₹	₹	p.		₹	₹	p.	
Inland money orders	11,664,350	24,23,37,096	7	0	32,57,158	9	0	11,651,473	24,23,40,990	14	0	
Native State money orders	47,709	13,60,174	7	0	15,146	6	0	76,043	22,67,524	1	0	
Foreign sterling money orders converted at the pre- vailing rates of exchange.	69,350	35,06,901	9	0	30,310	8	0	39,743	34,19,801	11	0	
Foreign money Orders in Indian Currency . . . . .	19,632	7,41,292	12	0	7,290	9	0	108,646	46,59,842	1	0	
TOTAL . . . . .	11,795,041	24,79,45,455	3	0	31,09,846	0	0	11,875,905	25,26,88,158	11	0	
Total for the year 1896-97 .	11,068,726	22,50,41,069	2	0	26,40,530	15	0	11,144,741	22,83,75,091	1	0	
Increase . . . . .	726,315	2,29,04,386	1	0	2,69,315	1	0	731,164	2,43,13,067	10	0	
Percentage of increase	6.56		10.18			9.78		6.57		10.65		

British postal orders.

33. The statement on the margin shows the sales of British postal orders during the year. The total number of orders sold in 1897-98 was 59,058, as compared with 56,961 in the preceding year, and the total value (including postage) £38,370, compared with £37,297 in 1896-97. The orders most in demand were, as in former years, those of the 5 shillings, 10 shillings, and 20 shillings denominations. During the year 44,762 of these orders were sold, while the total sales of orders of all other denominations only amounted to 14,296. The net commission realized by the Indian Post Office on the entire sales of the year was Rs. 1,796.				
Denomination of British postal orders.	Number sold during 1896-97.	Number sold during 1897-98.	Increase.	Decrease.
From 1s. to 10s. 6d.	2,695	3,154	459	...
From 10s. to 10s. 6d.	25,669	26,401	732	...
From 15s. to 20s.	28,597	29,503	906	...
TOTAL	56,961	59,058	2,097	...

compar



## Section VI.—Savings Banks.

34. The usual statement is appended showing in detail, according to postal circles, the savings bank transactions of the year, as compared with those of the previous year. At the close of the year there were 730,387 active accounts as compared with 713,320 at the end of the year 1896-97, there being thus a net increase of 17,067 or 2.39 per cent. in the number of depositors. Excluding transfers from one post office to another, the amount deposited in the year was about 322 lakhs of rupees as compared with nearly 451½ lakhs of rupees in 1896-97; the amount withdrawn was a little over 385 lakhs as compared with nearly 422 lakhs in 1896-97; and the interest paid was about 28 lakhs as compared with over 30 lakhs in 1896-97. The total amount standing at the credit of depositors at the close of the year was nearly 928½ lakhs, showing a decrease of about 35½ lakhs as compared with the balance at the close of the preceding year.

Thus it will be seen that the transactions of the year were on the whole of an abnormal character. There was a decrease both in the number of the accounts opened and in the amount of the deposits; and for the first time since 1889-90 the closing balance was reduced below the figure of the previous year, owing to the amount withdrawn being in excess of the amount deposited by more than the interest for the year. The total amount withdrawn, however, fell short of the amount withdrawn in the previous year, notwithstanding the unusually large withdrawals made during the year under review at certain places in the Bombay Presidency, but then the withdrawals in the previous year were themselves exceptionally heavy. The average balance of each account was 127.15 as compared with 135.13 in the previous year. Of the 730,387 active accounts at the end of the year, 36,386 were security deposit accounts with a balance in favour of depositors of nearly 45½ lakhs, giving an average of Rs 125 for each account, the maximum limit for a security deposit account being Rs 500. The number of public accounts was 5,735 with a balance of nearly 31½ lakhs, giving an average of Rs 549 for each account, as compared with 5,632 accounts with a balance of nearly 35 lakhs at the end of the previous year, giving an average of Rs 621 for each account. There were 173 regimental and other conjoint accounts with a balance of nearly 11½ lakhs, giving an average of Rs 6,787 for each account. There is no limit of deposit in the case of regimental and other conjoint accounts. Of the remaining 688,093 active accounts with a balance of over 840 lakhs, 89,596 with a balance of over 160 lakhs were held on behalf of minors by their parents, relatives and guardians, and the rest were accounts opened and held by depositors on their own behalf. It will be seen, therefore, that 94.2 per cent. of all the accounts in the Post Office Savings Banks and 90.45 per cent. of the total balance of 928½ lakhs, represent the savings of private persons, deposited either for their own benefit or for the benefit of their children, minor relatives, and wards.



## Statement showing Post Office Savings Bank transactions during 1897-98 compared with 1896-97.

[Arranged in the order of aggregate balances as shown in column 13.]

NAMES OF POSTAL CIRCLES.	Number of Head-Office Banks.	Number of Sub-Banks.	NUMBER OF ACCOUNTS.				Opening Balance.	Deposits.	Interest.	Total.	Withdrawals.	Balance.	Average number of Depositors per Head Bank.	Average balance in each Head Bank.	Average balance at credit of each Depositor.
			Opened during the year.	Closed during the year.	Balance.										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Bombay	23	896	157,666	23,162	23,528	155,240	3,08,08,290	86,97,791	8,84,591	3,97,67,133	1,21,15,210	2,76,71,421	6,309,760	11,06,885.84	178.94
Bengal	37	1,135	155,053	35,423	28,736	161,780	1,81,26,836	85,04,735	5,41,302	2,79,03,873	90,87,927	1,81,15,146	4,372.43	4,81,558.54	111.97
North-Western Provinces and Oudh	31	709	76,347	22,718	20,923	78,142	98,47,477	33,46,400	2,86,196	1,54,80,168	58,54,385	96,25,283	1,537.19	1,58,740.84	123.18
Punjab	37	509	55,697	24,435	20,619	59,511	88,10,128	59,14,209	2,65,606	1,49,09,043	57,33,194	90,36,549	1,608.45	2,30,185.10	135.46
Madras	30	1,022	109,749	24,628	22,776	111,999	86,96,849	47,41,380	2,23,000	1,30,22,109	55,69,540	74,55,984	2,861.51	1,01,091.31	66.77
Eastern Bengal	9	280	31,581	5,628	4,345	33,884	37,07,610	15,92,081	1,09,118	34,09,400	16,61,091	37,47,418	3,653.77	4,16,379.77	113.98
Bihar	12	418	20,436	7,591	5,560	31,247	37,07,345	19,56,524	1,09,082	57,73,851	20,76,031	36,97,820	2,601.91	3,08,151.66	118.34
Burma.	24	143	33,107	14,795	14,090	33,812	34,15,058	97,88,190	86,766	60,00,914	20,61,631	34,39,043	964.47	94,971.55	95.49
Central Provinces.	18	334	25,324	5,764	5,226	23,022	31,65,570	15,77,805	90,184	48,36,589	16,74,536	31,62,053	1,309.00	1,75,669.61	131.18
Sind and Baluchistan	5	149	16,469	5,146	5,447	16,168	30,06,013	13,82,000	87,544	44,76,457	15,39,170	46,37,287	3,433.60	5,87,437.40	181.67
Assam	11	194	13,597	3,521	2,479	14,659	18,74,263	9,38,310	57,185	28,70,157	8,67,036	30,03,121	1,229.90	1,81,101.00	136.94
Rajputana	12	105	11,516	3,055	3,120	11,481	20,59,053	8,10,056	50,666	20,08,645	4,34,167	16,74,478	954.25	1,54,539.63	172.42
Total of 1897-98	299	8,000	713,166	175,960	152,879	738,287	9,08,92,411	4,26,12,480	21,08,080	14,98,48,546	4,19,75,580	8,28,79,976	8,518.07	3,08,261.05	127.15
Total of 1896-97	291	6,199	653,892	203,440	148,712	713,320	9,04,23,072	3,66,10,981	30,12,992	15,00,27,045	5,35,54,664	9,63,99,411	2,451.27	3,34,245.39	135.13
Increase or Decrease in 1897-98	-1	-129	+53,274	-32,104	+10,167	+17,967	+9,66,339	-1,39,68,535	-2,00,308	-71,58,499	-35,79,066	-35,19,433	+67.30	-10,993.74	-7.98
Percentage of Increase or Decrease	-34	-21.0	+8.06	-15.40	+2.39	+2.39	+6.60	-27.89	-6.94	-4.79	-6.85	-3.65	+2.74	-3.31	-5.90

\* Inclusive of Rs. 1,14,69,866, balance of accounts transferred from one post office to another.



35. The statement below shows the number and value of accounts held by Europeans and Eurasians, as compared with the number and value of accounts held by natives of India. The proportion of accounts held by Europeans and Eurasians, as in the three preceding years, was highest in the North-Western Provinces and Oudh, Madras and Bombay circles; but 91·14 per cent. of the total number of accounts at the close of the year were held by natives of the country, showing again a slight increase over the percentage for the preceding year:—

NAMES OF POSTAL CIRCLES.	ACCOUNTS OF NATIVE DEPOSITORS (INCLUDING ACCOUNTS OF LOCAL NATIVE INSTITUTIONS ADMINISTERED BY NATIVES OF INDIA).			ACCOUNTS OF EUROPEAN AND EURASIAN DEPOSITORS (INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS ADMINISTERED BY EUROPEANS AND EURASIANS).			TOTAL.		
	Number of accounts.	Balance of deposits.	Amount of interest.	Number of accounts.	Balance of deposits.	Amount of interest.	Number of accounts.	Balance of deposits.	Amount of interest.
		₹	₹		₹	₹		₹	₹
Bombay	145,327	2,57,66,355	8,17,157	9,013	10,03,066	86,924	155,240	2,76,71,421	3,34,091
Bengal	152,171	1,05,34,453	4,92,586	9,609	15,80,691	48,917	161,780	1,81,15,146	5,41,503
North-Western Provinces and Oudh	66,889	31,61,002	2,43,603	11,253	14,64,781	42,502	78,142	96,25,783	2,86,195
Punjab	50,813	77,18,010	2,23,337	8,700	14,04,840	40,749	59,513	92,57,850	2,65,606
Madras	100,320	58,85,771	1,75,754	10,773	15,04,799	48,146	111,599	74,52,570	2,23,900
Eastern Bengal	32,555	36,57,260	1,00,523	331	90,159	2,595	32,884	37,47,419	1,09,118
Bihar	29,556	34,13,746	100,992	1,691	2,84,074	8,990	31,247	36,97,820	1,00,982
Burma	28,009	24,55,180	63,633	4,903	7,73,452	23,113	32,912	32,29,632	86,766
Central Provinces	20,694	25,39,098	24,629	3,228	6,22,935	18,535	23,922	31,62,033	93,184
Sind and Baluchistan									
Assam	14,171	25,45,486	75,795	1,997	3,93,800	11,780	16,168	20,37,286	27,574
Assam	14,032	18,02,423	53,761	597	1,03,896	3,424	14,629	20,03,121	57,185
Rajputana	9,794	16,29,487	49,259	1,652	2,44,190	9,376	11,451	19,74,477	58,635
TOTAL	665,735	8,22,43,473	24,79,049	64,652	1,06,29,593	31,34,640	730,387	9,28,72,973	28,03,689

36. In the following statement the depositors are classified according to their occupation. As in the three preceding years the largest number of accounts were held by the undermentioned classes of depositors in the following order:—

- (1) persons of no occupation or whose incomes are derived from others or from their own property—classed as "Indefinite" in the statement;
- (2) the professional class, and
- (3) the domestic class.

The highest percentage of increase was, however, in the agricultural class, the number of whose accounts increased at the rate of 14·07 per cent. during the year under report:—

NAMES OF POSTAL CIRCLES.	CLASS I. PROFESSIONAL.		Class II. Domestic.	Class III. Commercial.	Class IV. Agricultural.	Class V. Industrial.	Class VI. Indefinite.	TOTAL.
	A. Having fixed income.	B. Having variable income.						
Bengal	42,050	12,649	15,583	6,612	2,032	3,554	77,450	161,780
Bombay	38,854	6,412	16,409	7,309	933	5,282	79,541	155,240
Madras	35,008	8,242	15,241	6,835	2,421	4,297	39,555	111,599
North-Western Provinces and Oudh	27,512	5,144	20,195	1,933	661	1,656	27,041	78,142
Punjab	16,617	4,092	17,233	1,807	384	2,103	17,217	59,513
Burma	6,486	1,095	15,065	886	112	2,057	8,111	33,812
Eastern Bengal	8,657	2,620	2,891	733	202	450	17,375	32,884
Bihar	9,794	2,426	4,494	706	941	436	12,450	31,247
Central Provinces	8,352	1,541	4,500	432	141	490	8,400	23,922
Sind and Baluchistan	4,314	703	3,863	336	18	641	6,293	16,168
Assam	4,066	1,572	3,096	395	218	659	4,713	14,629
Rajputana	3,813	694	2,020	344	103	352	4,125	11,451
Total of 1897-98	200,423	47,690	120,596	28,298	9,116	21,983	302,281	730,387
TOTAL OF 1896-97	194,590	46,043	116,823	27,427	7,991	21,801	298,640	713,320
INCREASE IN 1897-98	5,833	1,647	3,768	871	1,125	182	3,641	17,067
PERCENTAGE OF INCREASE.	2·99	3·57	3·22	3·17	14·07	·83	1·21	2·39



Investment  
in Govern-  
ment securi-  
ties.

37. There were 657 investments in Government securities through the Post Office during the year, the nominal value of the investments being Rs 7,42,600 in the aggregate, as compared with 453 purchases of the nominal value of Rs 8,34,300 in the preceding year. This increase in the number of investments is to be attributed mainly to the favourable rate at which Government securities were selling during the last eight months of the year. The sales of securities through the Post Office were 35 as compared with 34 in 1896-97. The nominal value of the securities held in the custody of the Comptroller General at the close of the year, on account of depositors in the Post Office Savings Bank, was Rs 7,31,200 as compared with Rs 6,05,600 on the 31st March 1897; and it may be interesting to note that of this balance in the hands of the Comptroller General, Rs 6,65,700 represented the nominal value of securities of the  $3\frac{1}{4}$  per cent. loan, while the balance Rs 65,500 was held in 3 per cent. loans.

### Section VII.—Insurance.

Insurance  
Business.

38. The progress of the insurance business of the Post Office since it was first undertaken is given in the following statement:—

Year.	LETTERS.		PARCELS.		TOTAL.		Insurance fees.
	No.	Value.	No.	Value.	No.	Value.	
		Rs		Rs		Rs	Rs
1877-78, last quarter, being the commencement of the system		6,66,320		18,60,191		25,26,511	13,230
1878-79	Details not available.	89,71,775	Details not available.	2,81,21,219	Details not available.	3,70,92,994	1,23,556
1879-80		1,63,35,058		5,34,34,151		6,97,69,219	1,97,790
1880-81		1,57,33,428		6,30,26,524		7,87,59,952	2,01,046
1881-82		1,79,69,808		5,85,53,413		7,65,23,221	1,90,980
1882-83		2,30,67,342		3,95,70,924		8,26,38,266	1,99,841
1883-84		2,21,16,868		6,04,08,142		8,25,25,010	2,06,839
1884-85		2,30,06,964		5,52,14,744		7,82,21,708	1,93,579
1885-86	83,985	2,21,78,613	1150,260	4,75,99,870	234,245	6,97,78,483	1,69,945
1886-87	74,806	2,35,74,205	148,445	5,26,06,770	223,253	7,61,80,975	1,80,274
1887-88	76,237	2,43,93,295	149,109	5,29,89,932	225,346	7,73,83,227	1,83,494
1888-89	76,364	2,52,60,326	151,474	5,39,54,694	227,838	7,92,15,020	1,99,928
1889-90	77,243	2,49,65,787	160,228	6,40,99,236	237,471	8,98,75,023	2,29,659
1890-91	85,829	2,31,91,674	176,838	5,67,24,543	262,727	7,99,16,217	2,10,873
1891-92	88,741	2,31,67,897	176,869	5,53,72,377	265,610	7,95,40,274	2,02,737
1892-93	89,845	2,36,54,593	172,966	4,94,06,117	262,811	7,30,60,710	1,93,250
1893-94	89,332	2,31,75,043	195,706	5,69,24,359	285,038	8,00,99,402	2,10,714
1894-95	92,019	2,34,06,681	198,237	5,92,55,919	290,276	8,26,62,600	2,18,436
1895-96	93,764	2,45,58,478	201,219	6,26,73,095	294,983	8,72,31,573	2,31,277
1896-97	99,405	2,57,93,201	198,823	6,23,92,225	298,228	8,81,85,426	2,34,945
1897-98	99,988	2,58,36,516	224,657	7,42,26,074	324,645	10,00,62,590	2,65,550
Percentage of increase.	59	17	1400	1897	953	1347	303

It will be seen that there was an increase in the total business of the year under report as regards both the number and value of the articles insured. It will be seen also that the parcel insurance business of the year has not only made up for the temporary decrease during 1896-97, but shows figures higher than those of any previous year. The total number of parcels insured exceeded the number in the preceding year by 27,834, and the number in 1895-96 by 25,438, their total value being nearly  $7\frac{1}{2}$  crores of rupees as compared with about  $6\frac{1}{2}$  crores in 1895-96 and 1896-97. The total value of all articles postally insured, for the first time exceeded 10 crores. The largest increase in insurance business occurred in Bombay, where the number of parcels insured in the year under report exceeded that in the previous year by 17,554. This was due



in a great measure to the panic caused by the plague, which drove many of the Marwari and other foreign traders to their homes. They made large use of postal insurance, considering it the cheapest and safest method of having their valuables despatched from Bombay to their native places.

The average value for which each letter was insured during the year 1897-98 was Rs 258 as compared with Rs 259 in the preceding year, and the average value for which each parcel was insured, Rs 227 against Rs 214 in the preceding year.

39. The number of claims for compensation on account of the loss of insured articles or the abstraction of their contents during the year under review was 34 as compared with 54 in the previous year. Six claims arose out of losses by highway robbery of mails all in British territory, and 6 claims had to be met in respect of insured articles lost in an accident which occurred on the 2nd April 1897 to the Rivers Steam Navigation Company's steamer *Lookit* on the river Megna, when she was caught in a sudden squall and sank with all the mails on board, about an hour's run from Chandpur. Out of the 34 claims made, 24 were admitted and in 12 of these 24 cases the loss was caused by fraud or negligence on the part of servants of the Post Office. The usual statement showing the cases in which compensation was actually paid or in which the claims were admitted during the last two years, is given on the margin. It

Claims for compensation.

Cases in which compensation was paid or the claims admitted.	1896-97.		1897-98.	
	No.	Amount.	No.	Amount.
		R s. p.		R s. p.
Loss by accident or departmental neglect or fraud	26	9,158 2 0	18	4,177 0 0
Loss by highway robbery in British territory	1	625 0 0	6	3,525 0 0
Loss by highway robbery in Native States.	19	6,042 0 0	...	...
	46	15,825 2 0	24	7,702 0 0
Value of property recovered.	...	5,082 0 6	...	637 0 0
Balance being amount of claims admitted.	...	10,743 1 6	...	7,045 0 0

will be seen that the claims admitted by the Post Office in the year under report amounted to Rs 7,045-0-0 or 2'65 per cent. of the total amount realized from insurance fees, as compared with a percentage of 4'57 in the previous year. Of the 10 cases in which

claims were not admitted 4 were actually rejected, the remaining 6 being pending at the close of the year. In all 4 cases in which compensation was refused, the Post Office declined to accept responsibility, as the insured articles had been delivered in good condition, on a clear receipt, and there was good reason to believe that the articles said to be missing were either not inside the insured covers when the latter were posted or that they were abstracted after delivery. In one of these cases, in which four sovereigns were said to have been stolen from a parcel, it was evident from the weight of the cover and its contents that the sovereigns could not have been removed from the parcel before delivery. In a second case, also of alleged abstraction of sovereigns, the enquiry showed that in all probability the theft took place before the parcel was posted, and that the pieces of lead, which were found inside the parcel on its being opened by the addressee, had been substituted for the original contents before the parcel was actually presented at the post office for insurance. In 2 of the two remaining cases, in which the contents of an insured letter, declared to be currency notes, were found on delivery to be a few old letters, it was clear that a false declaration had been made by the sender, for which he was prosecuted, and, on conviction, sentenced to 18 months' rigorous imprisonment, and a fine. The last of these four cases was one in which it was alleged that a gold bar had been abstracted from an insured parcel. No satisfactory conclusion could be arrived at in this case, but as the parcel was delivered in good outward condition on a clear receipt, the claim was rejected.



## Section VIII.—Value-payable System.

Value-payable post

40. The development of the value-payable business since its introduction in

YEAR.	Articles sent under the value payable system.	Value declared for realization.	Commission.
	No.	₹	₹
1877-78 (from the commencement of the system in December 1877) 4 months	413	6,721	195
1878-79	7,408	1,32,109	3,947
1879-80	25,589	3,49,857	11,498
1880-81	49,389	5,76,574	13,413
1881-82	99,416	10,50,543	19,838
1882-83	174,301	16,86,693	32,568
1883-84	287,377	28,08,873	53,450
1884-85	318,930	34,35,045	65,571
1885-86	436,115	45,34,803	85,530
1886-87	596,296	58,78,016	1,17,847
1887-88	775,988	75,02,714	1,50,708
1888-89	999,731	92,77,684	2,04,015
1889-90	1,010,410	1,03,84,066	1,99,970
1890-91	1,408,888	1,16,41,972	2,12,200
1891-92	1,251,004	1,34,50,286	2,44,565
1892-93	1,415,595	1,51,54,846	2,77,845
1893-94	1,596,952	1,76,14,628	3,19,501
1894-95	1,735,908	1,99,14,771	3,60,333
1895-96	1,877,693	2,10,57,029	3,84,196
1896-97	2,009,092	2,10,10,800	4,21,839
1897-98	2,180,465	2,56,62,825	4,80,613
Increase per cent in 1897-98	8.53	11.38	10.87

1877 is shown in the marginal table, and it will be seen that the steady and rapid progress of this branch of the Post Office work was more than maintained during the year under report, and that the business has practically doubled since 1890-91. The total number of articles of all kinds sent through the post under the value-payable system was 2,180,465 as compared with 2,009,092 in the previous year;

the total amount specified for recovery from the addressees was over 2½ crores of rupees against less than 2½ crores, while the commission realized was nearly half a lakh more than in the previous year. There was thus an increase of 8.53 per cent, in the number of articles, of 11.38 per cent, in the value specified for recovery and of 10.87 per cent, in the commission realized. As in previous years, nearly two-fifths of the entire business of the year was transacted in the Bengal circle, or practically in Calcutta. Out of a total of 818,602 articles sent by the value-payable post in the whole of the Bengal circle, 779,808 were posted at the Calcutta General Post Office and its town sub-offices, and of the sum of over 92½ lakhs of rupees recovered from the addressees of value-payable articles posted in that circle, 88 lakhs of rupees were payable to the tradesmen of Calcutta. This amount was 4½ lakhs of rupees in excess of the corresponding figure of the preceding year.

The value-payable business with Ceylon shows steady progress since its introduction in 1891. During the year under report 23,697 value-payable articles of the aggregate value of ₹2,07,000 were despatched from India to Ceylon as compared with 21,713 articles of the aggregate value of ₹1,58,071 in the preceding year. The value-payable system has not yet been introduced between India and any other foreign country.

Classification of value-payable articles.

41. In the statement on the margin details are given of the different classes of

	No.	Value.	Commission.	Average value of each article.			Average commission on each article.
		₹	₹	₹	s.	p.	Annas.
Value-payable parcels	776,772	65,00,277	1,33,792	8	5	8	3
Value-payable railway receipts	283,850	82,62,243	1,06,932	29	1	9	6
Value-payable registered letters and registered packets	222,343	75,28,018	90,802	33	13	9	6
Value-payable unregistered packets	897,530	33,72,287	1,25,087	3	12	1	2
TOTAL	2,180,465	2,56,62,825	4,56,613	11	12	4	3

articles sent through the post under the value-payable system. As compared with the figures of the previous year, the result is an increase of 8.78 per cent, in the number of value-payable registered parcels, of 11.70 per cent, in the number of value-payable railway receipts, of 24.45 per cent, in the

cent, in the number of value-payable railway receipts, of 24.45 per cent, in the



number of value-payable registered letters and packets, and of 4·09 per cent. in

YEARS.	Average value of each article (taking all classes of articles together).		
	R	As	P.
1891-92	10	18	0
1892-93	10	11	4
1893-94	11	0	5
1894-95	11	7	8
1895-96	11	8	6
1896-97	12	7	5

that of value-payable unregistered packets. The average value of each article, taking all classes of articles together was R11·12-4. The table in the margin shows the average value during the last 6 years. The average commission on

each article was practically the same as in the preceding year.

### Section IX.—Miscellaneous.

42. The following statement shows the transactions of the Post Office Post Office  
Guarantee  
Fund. Guarantee Fund during the year under report. The balance at the credit of the Fund, including the nominal value of Government Securities purchased on its behalf, rose from R6,41,920 on the 31st March 1897 to R6,69,225 on the 31st March 1898. The subscriptions realised from postal servants amounted to R14,923, while the amount decreed against the Fund in connection with frauds committed by officials of the Department was R14,195 as compared with R16,469 in the previous year and with an average of R17,625 for the last ten years. A sum of R23,700 was added to the Fund on account of interest during the year under report.

RECEIPTS.	Amount.	CHARGES.	Amount.
	R		R
Balance of 1896-97 <sup>a</sup>	6,41,920	Refund on account of excess realisation	783
Interest on R3,00,000 at 4 per cent. from April 1897 to March 1898	12,000	Sums decreed against the Fund	14,195
Interest on Government Securities of the nominal value of R2,94,000 (3½ per cent. loan of 1895) for the half-years ending 30th April 1897 and 31st October 1897	10,290	Refunds to subscribers on account of returnable subscriptions	1,377
Interest on Government Securities of the nominal value of R37,000 (3 per cent. loan of 1896-97) for the half-years ending 29th June 1897 and 30th December 1897	1,110	Rewards to persons who gave information leading to important results in Post Office robbery cases	252
Interest on Government Securities of the nominal value of R20,000 (3 per cent. loan of 1896-97) for the half-year ending 30th December 1897	300	Compensation to Postal servants for loss of private property	182
Subscriptions realised from officials of the Imperial Post Office	14,026	Discount, brokerage, etc., on purchase of Government Securities (3 per cent. loan of 1896-97) of the nominal value of R20,000	—1,332
Subscriptions realised from officials of the District Post	897	Balance on 31st March 1898 †	15,437
Recoveries on account of awards of previous years	4,119		6,69,225
TOTAL	6,84,662	TOTAL	5,84,662

<sup>a</sup> Inclusive of Government Securities of the nominal value of R3,31,000.  
† Do. do. do. do. R3,51,000.

43. The number of complaints made by the public during the year under review was 19,053 against 18,827 in the previous year. There was thus an increase of 1·21 per cent. in the number of complaints received in 1897-98 as compared with the previous year's figures and as compared with a corresponding increase of 5·98 per cent. in the number of articles dealt with by the Post Office. The proportion of cases in which the complaints were found to be Complaints  
by the  
public



well founded was only 35·02 per cent. of the whole number, and the entirely groundless complaints were 38·58 per cent. of the total. In the remaining cases the investigation of the complaints had either not been completed at the end of the year, or although the enquiry had been completed no definite conclusion had been arrived at.

Under the head of groundless complaints are included all those which turn out to have no justification, though there may have been reason for asking for an enquiry. There are always, however, a number of complaints made without any real cause, of which the following may be cited as an instance. Numerous complaints having been received against a village postman in Eastern Bengal, a superior officer of the Department was specially deputed to enquire into the matter on the spot. It was then ascertained that the complaints had been lodged by or on behalf of a prominent resident of the village who thought that he had been insulted, because the village postman had once inadvertently handed him a letter with his left, instead of with his right, hand, and that the whole of them were either made up, or grave exaggerations.

It should be added that the difficulty of making effectual enquiries regarding the loss or miscarriage of unregistered articles, and the danger of complaints being treated as mere matters of routine have been fully recognized by the Post Office of India as it is recognized by all postal administrations. The clearest instructions on this subject are contained in the rules of the Department, and it may be fairly claimed that it is a constant endeavour on the part of those in authority to ensure that investigations shall be thorough, and that every reasonable complaint shall receive real attention. That there should be some failures is inevitable when the enormous mass of business of the Department is looked to, but it can only be repeated that complaints, when facts can be given, are really welcomed by the administration, and that year by year much care and patient trouble is expended on putting these complaints to their real purpose.

44. The usual statement is given below showing the number of complaints received during the year regarding registered letters, ordinary parcels, insured letters and value-payable articles. These figures are included in the number of complaints shown in paragraph 43. of this report.

Complaints  
regarding  
special  
classes of  
articles.

	1897-98.				Total.	
	Registered letters.	Ordinary parcels.	Insured letters and insured parcels.	Value-payable parcels and Value-payable registered articles.	1897-98.	1896-97.
I.—Cases in which enquiry showed either that no loss occurred or that the loss had not occurred through the fault of postal officials	240	166	22	75	503	543
II.—Cases in which the postal establishment was proved to be in fault, or in which there was strong ground for believing it to be so	130	73	19	62	284	277
III.—Cases in which no definite conclusion was arrived at or which were pending	70	102	10	26	208	208
<b>Total</b>	<b>440</b>	<b>341</b>	<b>51</b>	<b>163</b>	<b>995</b>	<b>1,028</b>

It will be seen that out of a total of 995 complaints relating to these special classes of postal articles, 503 or 50·55 per cent. were groundless, and that the proportion of cases in which postal officials were proved to be in fault was 28·54 per cent. The percentage of cases in which no definite conclusion was arrived at, or which were pending at the close of the year, was 20·9. The complaints were rather less in number than those received in the previous year, although there was



an increase of over half a million registered letters, over a quarter of a million parcels, over 170,000 value-payable articles, and over 28,000 insured articles. Complaints which proved to be well-founded were made by the public in respect of only 130 out of 9,375,651 registered letters, 73 out of 2,965,990 parcels, 19 out of 326,645 insured articles and 62 out of 2,180,463 value-payable articles.

45. The number of cases in each postal circle in which servants of the Post Office were found guilty of offences punishable by law is shown in Appendix VIII, and a summary of the figures is given on the margin. The

	1896-97.	1897-98.
Number of legal convictions	153	145
Number of cases departmentally punished	139	161
	292	306

total includes 59 cases of misappropriation of office cash, 112 money order frauds, 10 savings bank frauds, and 95 cases of theft from mails and post offices. Most of the remaining offences relate, as usual, to letters, parcels, and other mail matter properly so-called. Among the offenders convicted or departmentally punished were 64 departmental postmasters and 37 clerks (including 1 Railway Mail Service sorter), 71 extraneous agents in charge of post offices, 65 postmen and village postmen, 2 telegraph messengers, 2 overseers, 24 runners and 13 others employed on various other duties in post offices. The amount of defalcations and losses was Rs. 4,285-15-11 as compared with Rs. 37,020-3-7 in the previous year and Rs. 34,646-12-5 in 1895-96. Rupees 20,100-1-9 was recovered from the offenders or their sureties; Rs. 1,514-5-8 was decreed against the Guarantee Fund, and Rs. 12,671-8-6 remained unadjusted at the close of the year.

46. There were 4 cases of fraud in respect of money orders to the value of Rs. 159-14-0 and one case of fraudulent withdrawal amounting to Rs. 130-0-0 from the savings bank in which persons not belonging to the Post Office were concerned. Besides these, there were 49 cases of house-breaking and theft of Government money from post office safes and from the mails, apart from the cases of highway robbery which are separately dealt with. The total amount stolen was Rs. 3,274-9-0, of which Rs. 1,741-13-8 was recovered, Rs. 624-1-1 was written off as finally lost, and Rs. 908-10-3 was unadjusted at the close of the year.

47. The usual abstract is given in the margin showing the number of cases in which the mails were plundered by highway robbers during the year under review and in the previous year, whether in British territory or in Native States. There were 37 cases of the kind during 1897-98 as compared with 36 in 1896-97. Of these 37 cases, 27 occurred in British territory as compared with 28 in the previous year, and 10 in Native States as compared with 8 in the previous year, so that the increase in the total number was wholly due to the offences committed in Native States. The increase was greatest in the North-Western Provinces and Oudh where the number of these cases rose from 6 to 11. In Bombay, Madras, and the

NAMES OF POSTAL CIRCLES.	1896-97.			1897-98.		
	NUMBER OF HIGHWAY ROBBERIES.			NUMBER OF HIGHWAY ROBBERIES.		
	British Territory.	Native States.	Total.	British Territory.	Native States.	Total.
Bengal	5	1	6	1	...	1
Bombay	4	1	5	3	3	6
Madras	3	1	4	3	4	7
North-Western Provinces and Oudh	6	...	6	11	...	11
Punjab	4	1	5	5	2	7
Assam	1	...	1	...	...	...
Bihar	3	...	3	1	...	1
Burma	1	1	2	...	...	...
Central Provinces	...	...	...	2	...	2
Eastern Bengal	1	...	1	...	...	...
Rajputana	...	3	3	1	1	2
Sind and Baluchistan	...	...	...	...	...	...
Total	28	8	36	27	10	37

States as compared with 8 in the previous year, so that the increase in the total number was wholly due to the offences committed in Native States. The increase was greatest in the North-Western Provinces and Oudh where the number of these cases rose from 6 to 11. In Bombay, Madras, and the



Punjab the number also increased; while in the Central Provinces and Berar, where there were no cases of the kind last year, two occurred during the year under report. On the other hand, in Bengal as well as in Bihar and Rajputana, the number decreased, while there were no mail robberies at all in the Assam, Burma, Eastern Bengal, and Sind and Baluchistan circles.

Character  
of mail  
robberies.

48. In 13 out of the 37 cases of highway robbery the mail carriers were wounded by the robbers, and in four cases so severely as to necessitate their detention for some time in hospital. In a case that occurred in the Hissar district of the Punjab, the runner was killed and his body buried in the sand. Three men who were supposed to be implicated in the murder were arrested. One of these was tried for the crime and sentenced to death. In another case which occurred in the Thana district in Bombay, the runner was murdered by a spear-thrust through his neck. Two men concerned in the murder were arrested. One of them was sentenced to death and the other to rigorous imprisonment for a term of ten years. Two other cases accompanied by loss of life occurred beyond the border in Waziristan. In one of these cases the driver of the mail *ekka* in which the mails were being conveyed from Miranshah to Bannu was shot dead by a party of some 30 or 40 Waziris. Three men were arrested on suspicion in connection with this crime, but were discharged for want of evidence. In the other case two mail *ekkas* while on their way to Miranshah, were fired on by a party of Waziris who were concealed behind some rocks. Two sepoy who were escorting the mails were shot dead; the two *ekka* horses were also killed on the spot; and one of the *ekka* drivers and a passenger succumbed shortly afterwards to the wounds they received. The object of this attack appears to have been to obtain possession of the arms and ammunition which the two sepoy were carrying. No one was brought to account for this outrage. The only other case involving a loss of life occurred in the Ellichpur district in Berar, where a runner was beaten to death by his assailants with clubs. For this crime one man was convicted of murder and sentenced to death, but on appeal the sentence was reversed by the Judicial Commissioner of the Hyderabad Assigned Districts who sentenced him to three years' rigorous imprisonment on a charge of receiving stolen property. In a case that occurred in the Meerut district of the North-Western Provinces, the mail bag carried away was found hanging on a tree. It had, however, been opened and a parcel which it contained was missing. In another case that occurred also in the North-Western Provinces, in the Bijnor district, the enquiry took an extraordinary turn and resulted in the conviction of three police officials who were investigating the case, one of the rank of Inspector and two Sub-Inspectors, under Section 195 of the Indian Penal Code, for fabricating false evidence, and they were each sentenced to three years' rigorous imprisonment. In one of the cases that occurred in the Madras Presidency the object of the robbers appears to have been to obtain some official papers. The bulk of the mail was found intact, but most of the articles addressed to Government officers had been opened.

There were only 11 cases in which Government suffered any loss, and the total loss amounted to Rs. 4,865-11-8. Of this sum Rs. 1,340-11-8 was taken from the mails in actual cash, while Rs. 3,525 represents the compensation that had to be paid for insured articles. In 11 cases the entire mail was recovered, in 19 cases a portion was recovered, and in the remaining seven cases the entire mail was lost. Prosecutions were instituted in 17 cases, in 10 of which convictions were obtained. In addition to the cases of actual highway robbery mentioned above, there were three unsuccessful attempts to rob the mail, two of which took place in British territory and one in a Native State.

Casualties.

49. There were various other cases during the year in which the lives of postal servants were lost and destruction of property was caused by storms,



floods, fires, and other causes. On the 12th June 1897 a severe shock of earthquake was felt throughout Bengal and Assam, which caused the entire destruction of 25 post office buildings, though happily there was no loss of life among servants of the Department. In addition to the buildings altogether destroyed, 52 others suffered damage, which was of so serious a nature in 18 cases that the buildings had to be almost entirely rebuilt. The Chittagong district in Eastern Bengal was visited, on the 24th October 1897, by a cyclone of unusual violence, which levelled almost all the buildings in the district to the ground, causing the total destruction of 33 post office buildings, of which 20 were the property of Government, while 8 others were more or less seriously damaged. In one instance the destruction of a post office was unfortunately attended by loss of life, a postman and a daughter of the sub-postmaster being killed by the falling house. In March 1898 a mail runner was killed by a tiger in the Singbhum district of Bengal while returning to his stage and several lives were lost by river accidents. In August 1897 two mail carriers were drowned in Travancore owing to the capsizing of a boat in which they were crossing a stream, and later in the year a village postman of the Gorakhpur district in the North-Western Provinces lost his life owing to a similar accident. In the following month a small mail boat was upset in a whirlpool on the Sittang river in Burma and one of the mail carriers in it was drowned, while another mail carrier perished in Cutch while attempting to ford a stream that was in flood. It should be added that a village postman in the Jummoo province of Kashmir was precipitated into the river Chenab, owing to the collapse of a swinging bridge over which he was crossing, and was never seen again. A mail peon attached to the Chandernagore post office was run over and killed by a train on the East Indian Railway. It was his duty to attend to the mail exchanging apparatus by the side of the railway line, and it is supposed that he had incautiously walked down the line and failed to hear the train coming up behind him.

In four instances during the rains of the year under report, mails were lost in the attempts of the mail carriers to cross streams that were in flood. In another instance a sowar who was conveying the mails to Miranshah in the Tochi Valley was carried away by a flood which came down the road, and narrowly escaped being drowned. Most of the mails were, however, recovered when the flood subsided. On the 23rd February 1898 the Royal Indian Marine Steamer *Fagan* with five mail bags on board was wrecked on her way from Kindat to Mandalay in Burma. The mail bags were saved, though the contents were much damaged. On the 6th August 1897 the boat conveying mails from the S.S. *Plover* to the Sualkuchi post office in Assam capsized, resulting in the loss of an account bag containing a remittance of Rs 100. A more serious accident of the same kind that occurred during the year was the loss of the River Steam Navigation Company's Steamer *Lookit* on the 2nd April 1897, about an hour's journey from Chandpur. The steamer was caught in a sudden squall on the river Megna and sank with all the mails on board, comprising a large number of insured, value-payable, and other registered letters and parcels.

During the year 21 post offices were destroyed by fire, of which 7 were the property of the Department and two post office buildings were blown down by storms. A postal van attached to the Delhi-Umballa-Kalka Railway mail train was completely burnt on the 14th June 1897 between the Lahu and Ghaggar stations. The fire originated in a horse-box, in front of the mail van, and this vehicle as well as the brake van next to it were also burnt. Owing to the promptitude of the sorters who were in the mail van, the whole of the mails were saved. There was no loss of life during the year under report on the mail lines to Chitral, Leh and Gilgit which cross over Himalayan



passes at high elevations, but on two occasions during the winter the runners carrying the mails from Chitral were more or less seriously injured while crossing the Lowari Pass, 10,450 feet in height, and a runner was hurt in a land-slip which occurred on the Srinagar side of Kargil, on the Leh line.

Post Office staff.

50. The establishment of the Imperial Post Office in the various grades is

Postal Officials.	1896-97.	1897-98.	Percentage of Increase.
Chief Officers of the Directorate and Account Offices and Heads of Circles	82	83	0.00
Superintendents, Probationary Superintendents, Assistant Superintendents and Inspectors of Post Offices	441	449	1.81
Postmasters, including Deputy, Assistant, Sub and Branch Postmasters	5,109	5,154	0.88
Extraneous agents, such as schoolmasters and station-masters	4,983	5,276	5.88
Clerks	7,335	7,434	1.35
Postmen and other servants	14,597	14,697	0.68
Road establishment	10,001	12,413	1.57
Village postmen	4,388	4,588	4.56
Signalers and other servants employed for telegraph work in combined offices	1,659	1,933	16.52
TOTAL	50,755	51,966	2.38

\* One less shown in 1896-97.

increase under the several heads was due to the general development of Post Office work, the largest purely postal increase being under the head of extraneous agents and village postmen. This is owing to the special attention which continues to be paid to providing postal facilities in rural tracts. The staff of the Post Office included 164 pensioned soldiers of the native army, of whom 34 were non-commissioned officers and 130 sepoys. These men were employed in various capacities, such as branch postmasters, clerks, postmen or packers. Out of the total number of 164 pensioned soldiers, 92 were serving in the Punjab, and 39 in the Madras circle. During the year 1897-98, 40 women were employed in the Post Office, of whom 37 were European or Eurasian. Of these 40 women, one was postmistress of a head office, 6 were postmistresses of sub-offices, 4 of branch offices, while 28 were clerks and one a postwoman.

Cost of printing by private presses.

51. The charges incurred during the year on account of printing work done by private presses amounted to Rs. 2,717, as compared with Rs. 3,676 in 1896-97 and Rs. 7,805 in 1895-96.

#### Section X.—Non-Postal Branches of the Post Office.

Postal Telegraph (combined) offices.

52. During the year under review, 81 new combined post and telegraph offices were opened, and 18 previously existing combined offices were closed. Of the latter number, seven offices situated on the North-West Frontier, were transferred from the Post Office to the Telegraph Department to be worked as Departmental Telegraph offices in consequence of the field operations. There was thus a net increase of 63 in the total number of combined offices, as compared with a net increase of 106 during the previous year. Of the new combined offices, 74 were opened at places which had previously been without a Government telegraph office, and 56 at places where there had previously been no Government or Railway telegraph office.

In the Madras circle, seventeen new combined offices were opened. Bombay comes next with ten new offices and then Bengal with nine new offices. The total number of combined offices in each postal circle is shown in the statement given in the next paragraph. At the close of the year there were 1,634 Government telegraph offices, of which 257 were under the control of the Telegraph Department, and 1,377 were combined post and telegraph offices controlled by the Postal Department.



53. The usual statement is given below showing the traffic statistics of combined offices arranged according to postal circles. There was an increase of 208,416 or 11.17 per cent. in the number of messages sent, and of 309,474 or 15.82 per cent. in the number of messages received, while the revenue showed an increase of R2,29,929 or 12.40 per cent. over the figures of the previous year. The number of transit messages rose from 854,103 to 1,017,747, so there was an increase of 163,644 or of 19.15 per cent. in these messages. The total revenue from messages sent from combined offices amounted to R20,84,000, and exceeded the expenditure on the establishment of these offices by R16,21,129.

Traffic statistics of combined offices.

NAMES OF POSTAL CIRCLES.	Number of combined offices open on 31st March 1898.	Total cost of local Postal Establishments and fixed contingent allowance debitable to the Telegraph Department for working combined offices during the year.		NUMBER OF MESSAGES.			Revenue realized during the year on post messages (Inland and Foreign).	REMARKS.
				Sent Inland and Foreign (excluding "free messages").	Received.	Transit.		
		R	s. p.				R s. p.	
1. Madras . . .	281	75,981	3 8	412,301	485,063	281,700	3,25,817 2 2	NOTE.—At the close of the year there were 590 combined offices authorized to accept foreign messages, as compared with 537 at the end of the year 1896-97.
2. Bengal . . .	171	38,342	12 5	185,869	197,290	88,278	1,08,458 4 10	
3. Bombay . . .	163	65,756	6 9	357,630	335,805	236,399	3,22,700 14 4	
4. Punjab . . .	163	55,704	7 0	232,423	257,276	65,881	2,76,436 5 9	
5. North-Western Provinces and Oudh . . .	149	48,720	0 4	231,544	287,764	60,962	2,56,829 1 4	
6. Assam . . .	95	28,679	6 0	78,619	90,787	14,058	70,176 11 2	
7. Eastern Bengal . . .	75	20,766	2 3	74,607	82,752	76,920	67,519 4 8	
8. Bihar . . .	71	20,624	10 2	79,937	103,478	91,737	88,602 14 4	
9. Central Provinces . . .	70	30,438	13 11	218,413	129,923	44,065	1,22,073 4 6	
10. Burma . . .	69	48,059	2 9	113,496	121,104	19,673	1,10,152 7 0	
11. Rajputana . . .	39	14,219	1 0	87,967	113,923	30,665	81,414 13 2	
12. Sind and Baluchistan . . .	31	15,578	2 11	101,129	52,993	7,215	93,821 12 8	
Total for 1897-98.	1,377	4,62,870	13 2	2,073,955*	2,265,158	1,017,747	20,83,099 15 21	
Total for 1896-97	1,314	4,32,043	8 2	1,865,539	1,955,684	854,103	18,54,070 7 12	
Increase . . .	63	30,825	5 0	208,416	309,474	163,644	2,29,929 8 0	
Percentage of increase . . .	479	713		11.17	15.82	19.15	12.40	

\* Excluding 122,434 free messages.

During the year, 294 servants of the Post Office qualified as signallers, while 106 were under training when the year closed. The number of boys employed as telegraph messengers in combined offices on the 31st March 1898 was 456, as compared with 328 on the 31st March 1897.

54. In addition to messages despatched and received by wire at the 1,377 combined offices, telegrams were received from the public at 1,859 post offices for despatch by post to the nearest telegraph offices, as compared with 1,923 such offices during 1896-97. The number of telegrams booked at these receiving offices was 38,016 and the revenue realized was R35,371, as compared with 39,780 messages booked, and R38,190 realized, during the previous year. The decrease in the transactions during the year under review is probably due to the reduction in the number of receiving offices consequent on an increase in the number of combined offices.

Telegraph receiving offices.

The number of messages booked by post offices in the Persian Gulf on



account of the Indo-European Telegraph Department was 289, as compared with 246 in 1896-97, and fees to the amount of Rs. 3,081-7-0 were realized, as compared with Rs. 3,391-2-0 in the previous year.

Post Office  
Passenger  
and Bullock  
Train Ser-  
vice between  
Kalka and  
Simla.

55. The gross expenditure on the combined Passenger and Bullock Train Service was Rs. 3,76,326 against Rs. 4,38,242 during the previous year, showing a decrease of Rs. 61,916 during the year under report. The receipts amounted to Rs. 3,55,401 as compared with Rs. 3,45,874 during 1896-97, and there was, therefore, an excess of charges over receipts of only Rs. 20,925, although over Rs. 5,000 were paid to the establishment as compensation for the famine prices of grain.

Receipt of  
salt revenue  
at post  
offices.

56. The system of employing this Department as an agency for receiving salt revenue continued in force during the year at a few selected post offices in the North-Western Provinces and Oudh, the Punjab, the Central Provinces and Rajputana; but, as in the previous four years, the transactions were very small during the year under report. The Post Office was made use of to forward to the salt depôts a total of 353 indents for 57,786 maunds of salt of the gross value of Rs. 1,56,050, on which Rs. 798 was realized as postal commission.

Sale of  
quinine at  
post offices.

57. The following table shows the supplies of quinine obtained on indent for sale at post offices in the several postal circles during the year 1897-98 as compared with the figures of the previous year. The result is an increase of nearly 393 lbs. over the latter year.

NAMES OF POSTAL CIRCLES.	SUPPLY IN 1896-97.		SUPPLY IN 1897-98.		INCREASE.		DECREASE.	
	Lbs.	Grains.	Lbs.	Grains.	Lbs.	Grains.	Lbs.	Grains.
Bengal (including Bihar and Eastern Bengal)	2,037	2,073	1,880	499	...	...	157	1,774
Madras	300	4,260	625	6,550	326	2,290	...	...
Bombay	132	5,124	179	4,158	39	6,034	...	...
North-Western Provinces and Oudh	4	517	31	4,495	27	3,978	...	...
Punjab	1	6,515	N/A	N/A	...	...	1	6,515
Central Provinces	120	1,850	141	3,805	21	1,955	...	...
Assam	51	2,762	116	4,690	65	1,928	...	...
Rajputana	25	6,960	31	5,555	5	5,575	...	...
Sind and Baluchistan	22	4,610	45	4,897	23	287	...	...
Burma	27	6,290	60	6,095	33	6,805	...	...
<b>Total</b>	<b>2,714</b>	<b>6,181</b>	<b>3,107</b>	<b>5,744</b>	<b>393</b>	<b>852</b>	<b>159</b>	<b>1,289</b>

Net increase 392 lbs. 6,563 grains.

The most noticeable features of the table are the rather marked decrease in the supply of the drug to Bengal, and the still more marked increase in its supply to Madras. As stated in last year's report, the system was abandoned in the Punjab in compliance with the wishes of the Local Government. With the exception, therefore, of Bengal, every postal circle in which quinine was on sale at post offices exhibits a satisfactory increase—a result which may be regarded as showing that the masses are acquainted with its value as a febrifuge, and that they are ready to avail themselves of it when it is procurable at their doors in small quantities at a cheap price.

The falling off in Bengal is confined to Bengal proper, as distinguished from Bihar and Eastern Bengal, and is attributed partly to the diminished prevalence of malarial fevers and partly to the high price of food-grains which made less money available for the luxury of medicines. The large increase of over 326 lbs. in Madras might have been even larger were it not that the price of the drug was raised, under the orders of the Local Government, from two to three pies for the 5-grain packet, with the result that the sales, which till then averaged 71,731 packets monthly, fell to about 39,000 packets a month—a decline of about 45.0 per cent.



In the same circle a trial was made during the year of the system obtaining in some other circles, of entrusting packets of quinine for sale to village postmen and postmen serving villages. The experiment was first tried in three districts and met with such success that it was introduced generally throughout the presidency. It is anticipated that the sale of the febrifuge in this way will be extremely popular in the more fever-stricken tracts. Special efforts were also made in two other circles to promote the popularity of the scheme: in Bombay, directions for the use of the drug were printed on the packets in the several local vernaculars; and in Burma, leaflets were issued in English and Burmese describing the merits of quinine.

The sphere of operation of this branch of postal business was extended in the North-Western Provinces and Oudh, where it now embraces the whole of that postal circle; in the Central Provinces circle, where it now includes all post offices in the Central India Agency, and in Burma, where every village postman and all but a few post offices now sell the drug.

58. A separate report has been submitted, as usual, on the administration of the Postal Insurance Fund. From the 1st February 1898 the benefits of the Fund were extended generally to all Government servants who are subject to Civil Rules, and from the same date a system of Endowment Assurances was added to the scheme. During the year 291 new policies for an aggregate amount of Rs. 4,38,250 were issued. Of these 82 were Endowment Assurance policies issued during February and March 1898, and it would seem that the system of Endowment policies is likely to prove in the future the most popular form of insurance. As regards the scheme for monthly allowances, which has hitherto been practically inoperative, there was a decided increase this year in the number of contracts taken out. Eleven new contracts were issued as compared with two in the previous year, and there were 19 contracts in existence at the close of the year as compared with nine at the end of 1896-97. Since the Postal Insurance Fund was started on the 1st February 1884, 2,966 lives have been insured, and at the close of the year under report there were 2,455 active policies in existence, 1,861 of which were held by Post Office servants and 594 by servants of other Departments. Forty-two claims, amounting in all to Rs. 55,900, were paid during the year on the deaths of insured persons, and the aggregate sum insured at the end of the year was Rs. 34,69,650. In the year under report, as in the preceding one, no advantage was taken by women of the extension of the benefits of the scheme to them. Nine life annuities were purchased under Article 867 of the Civil Service Regulations during the year under report, of which one was subsequently cancelled.

59. The system of paying the pensions of pensioners of the Native Army through the agency of the Post Office in the Punjab continued to work satisfactorily. The total number of pensioners paid during the year under report was 24,713, and the amount paid to them was Rs. 17,82,147. The following table shews the yearly transactions in this branch of business from its introduction.

Year of payment.	No. of pensioners paid.	Amount paid.			Commission to Post Office at 12 annas per cent.		
		R	a	p	R	a	p
1890-91 . . . . .	19,131	11,72,924	1	1	8,796	14	11
1891-92 . . . . .	21,060	12,76,556	5	2	9,574	2	9
1892-93 . . . . .	21,592	13,29,578	14	6	11,471	13	5
1893-94 . . . . .	22,271	15,76,103	8	7	11,820	12	5
1894-95 . . . . .	22,801	16,23,096	10	6	12,173	3	6
1895-96 . . . . .	23,485	16,74,896	14	8	12,501	11	6
1896-97 . . . . .	24,112	17,40,333	5	6	13,097	8	0
1897-98 . . . . .	24,713	17,82,147	0	8	13,366	1	7



## Section XI.—Financial Results.

Receipts and  
expenditure  
according to  
Depart-  
mental  
accounts.

60. The receipts and charges of the year, as shown in the Post Office accounts, are given in detail in Appendix X, under two main heads, Postal Service proper and Non-Postal branches, a summary of which is given in the statement below :—

	RECEIPTS.		CHARGES.	
	1896-97.	1897-98.	1896-97.	1897-98.
	R	R	R	R
1. Postal Service Proper . . .	1,73,84,646	1,83,23,590	1,28,98,761	1,32,71,540
2. Non-Postal Branches—				
(a) Mail cart, parcel van, passenger and goods service . . .	3,46,476	3,55,708	3,46,476	3,55,708
(b) Mail steamer subsidies . . .	...	...	6,77,964	6,32,889
(c) Contributions from Na- tive States . . .	6,000	6,000	...	...
TOTAL . . .	1,77,37,122	1,86,85,208	1,35,33,201	1,42,60,137

Under Postal Service proper, the net receipts, after deducting the amounts due to the British, Colonial and other Post Offices, were Rs 9,38,854 in excess of those of the previous year, while the charges increased by Rs 4,62,779. The improvement in the receipts was due to an increase of Rs 6,05,606 from the sale of ordinary postage stamps, to an increase of Rs 71,395 in the revenue derived from service postage stamps, and to an increase of Rs 2,70,749 in the income realized from money order commission. There was also an increase of Rs 2,996 in the collections on account of postage paid in cash, and an increase of Rs 11,796 in the miscellaneous receipts of the Department. On the other hand, there was an increase of Rs 3,688 in the payments made to British and other Post Offices. Under the head of Non-Postal branches the receipts were Rs 9,233 more than in the previous year. None of the items of postal expenditure calls for any special notice. Altogether the receipts exceeded the charges by Rs 44,25,071.

61. In Appendix XI will be found a comparative abstract of the receipts and charges of the Post Office for the year, including, under a distinct head (III), certain receipts and charges which appear in the Finance and Revenue Accounts,

RECEIPTS, 1897-98.	R	CHARGES, 1897-98.	R
District Post collec- tions, including Zemindary dāk receipts in Bengal	99,455	District Post Establishments, includ- ing Zemindary dāk in Bengal . . .	13,60,601
		Stores from England . . .	4,70,060
		Payments under postal arrangements with Lords of the Treasury . . .	5,75,000
		Other payments . . .	20,590
		Exchange on charges in England . . .	6,03,470
TOTAL . . .	99,455	TOTAL . . .	30,35,721

but not in the Post Office accounts. The entries under this head are shown on the margin, and if these totals be added to the totals given in the preceding para-

graph, the entire receipts of the year amount to Rs 1,87,84,663, and the entire charges to Rs 1,72,95,858. There was thus a surplus of Rs 14,88,805 on the year's transactions, as shown in the Finance and Revenue Accounts. The charge or account of District Post Establishments has, however, to be excluded, as it is entirely met by grants from District Post funds, which, with the exception of Rs 99,455 shown in the marginal table, are not credited to the Post Office in the

Financial  
position of  
the Post  
Office.



Finance and Revenue Accounts. The actual accounts of the year there-

	Details.	TOTAL.
<i>Add</i> —Railway free service estimated . . . . .	97,610	
Rent of Government Buildings . . . . .	4,15,292	
Gratuities . . . . .	3,504	
Leave allowances paid out of India . . . . .	28,048	
Pension (being the average of five years capital- ised at 10 1/2% year's purchase) . . . . .	5,43,581	10,88,035
<i>Deduct</i> —Share of Marine subsidies which should strictly have been borne by the Military, Political and other Departments . . . . .	1,74,935	
Postage on unpaid official correspondence sent from India to the United Kingdom (formerly collected and brought into account) . . . . .	38,858	2,13,793
Net amount to be added . . . . .		8,74,242

fore show a surplus of Rs 27,49,951. In order, however, to bring out the complete financial results of the year in the usual way, the net balance of the items marginally shown\* must be deducted from the surplus just noted, and the net financial result is a surplus of

Rs 18,75,709 as compared with Rs 12,51,973 in 1896-97 and with Rs 10,29,230 in 1895-96.

In this estimate of the financial position of the Post Office no allowance has been claimed, as stated each year, on account of the services rendered by the Department to Government in the management of the Post Office Savings Bank and in carrying official correspondence at exceptionally low postage rates. It will be seen from the figures noted above that the Post Office is now showing steady progress every year in its financial position. The progress this year is all the more noticeable, regard being had to the prevalence of both famine and plague, almost throughout the year.

#### Section XII.—Notice of Post Office Officials.

62. I have much pleasure in bringing to the notice of Government the valuable services rendered by Mr. H. M. Kisch, as the delegate of the Indian Post Office at the Washington Congress. Mr. Kisch has already received the special thanks of Government for the excellent work done by him on this occasion, but it is right that his name should also be mentioned here. Mr. Kisch was accompanied to Washington by Mr. Doran, Assistant Director-General, in the capacity of Secretary, and has reported in the highest terms of the assistance received by him from that officer. I have also much pleasure in bringing to the notice of Government the name of Mr. P. Sheridan, Postmaster-General, Punjab, for his successful organization and management of the postal arrangements for the various expeditions on the frontier, and with his name the names of Mr. W. T. vanSomeren, C.I.E., Chief Superintendent with the Tirah Expedition, of Mr. H. C. Sheridan, Superintendent in charge of the arrangements with the Malakand Field Force, and of Mr. C. J. Stowell, Superintendent with the Mohmand Field Force. All these officers also have already received the thanks of Government, but, in accordance with the usual practice, are mentioned again in the Annual Report. I also wish to place before Government the name of Mr. Owens, Presidency Postmaster of Calcutta, for his success in carrying out the novel scheme of a continuous delivery in that city, and the name of Babu Profulla Chandra Banerji, officiating Deputy Postmaster-General, Eastern Bengal, for his energy and good work in dealing with the difficulties caused by the great cyclone of October 1897, in the Chittagong District. The name of Rai Bahadur Daulat Ram, C.I.E., also deserves prominent mention. During the last two years he has had special anxieties and difficulties to contend with in the management of the Kalka-Simla service, chiefly owing to the prevalence of famine prices, and his management has never been more successful. He received the distinction of a Companion-

Mention of  
Officers of  
the Post  
Office.



ship of the Indian Empire on the occasion of Her Majesty's Jubilee, in recognition of his long and meritorious work while in charge of this line. The services of the following officers also, who have been mentioned by heads of circles, deserve special recognition:—Mr. L. Byrne, Superintendent of the Lahore Division of the Railway Mail Service, upon whom very onerous duties devolved in connection with the postal arrangements for the various frontier expeditions; Mr. A. Bean and Mr. A. B. Thompson, Postal Superintendents with the Tirah Expedition; Mr. Appleby, at first Base Postmaster for the Malakand Field Force and afterwards an officiating Superintendent with that Force; Mr. Cama, at first Inspector and afterwards Superintendent with the Malakand Field Force; Lala Bhagwandas, Base Postmaster for the Tirah Expedition; Mr. G. O. Hart, Assistant Superintendent, Railway Mail Service, for his courage and determination in getting through the mails on the Eastern Bengal Railway after the earthquake of June 1897, and Babu Rash Bihari Das, postmaster of Shillong, for his promptitude in making arrangements for carrying on the work of the office in a temporary building, the post office having been entirely destroyed by the earthquake.

I have the honour to be,

Sir,

Your most obedient Servant,

A. U. FANSHAWE,

*Director-General of the Post Office of India.*



SCHEDULE OF PRINCIPAL STEAM SERVICES (1897-98).

*By the British India Steam Navigation Company.*

- (1) Direct communication twice a week between Calcutta and Rangoon.
- (2) Weekly communication between Calcutta and Rangoon via Chittagong, Akyab, Kyauk-Phyu and Sandoway.
- (3) Weekly direct communication between Madras and Rangoon.
- (4) Weekly communication between Madras and Rangoon via the N. E. Coast ports.
- (5) Communication three times a week between Rangoon and Moulmein.
- (6) Weekly communication between Rangoon, Tavoy and Mergul.
- (7) Direct communication twice a week between Bombay and Karachi.
- (8) Weekly communication between Bombay and Karachi via the Coast ports.
- (9) Weekly communication between Karachi and Basrah via the Persian Gulf ports.
- (10) Daily communication (Sundays excepted) between Tuticorin and Colombo.
- (11) Additional services between any of the ports served by the above-mentioned lines, and between Burma and the Straits.

- (12) Fortnightly service from Negapatam to the Straits.

Under contract with the Post Office for ten years, from 1st May 1894, on an annual subsidy of Rs. 5,500.

Under contract with the Post Office so long as the service is actually maintained on payment of a special additional subsidy at the rate of Rs. 6,000 per annum.

*By the Asiatic Steam Navigation Company.*

- (13) Six-weekly communication between Calcutta and Port Blair, with extensions to Madras and Rangoon.

The consideration is not in the form of subsidy, but of guaranteed rates for the transport of Government stores: the contract is for five years, from 1st January 1895, and is terminable after the five years by a notice of six months.

*By the Irrawaddy Flotilla Company, Limited.*

- (14) A daily service between Mandalay and Myingyan to and fro each way (except on Saturdays).
- (15) A daily service between Myingyan and Pokokku to and fro each way (except on Sundays).
- (16) A daily service between Promo and Thayetmyo to and fro each way (except on Sundays).
- (17) A service twice a week between Thayetmyo and Pokokku to and fro each way.
- (18) A weekly service between Pokokku and Kindat to and fro each way.

Under contract with the Local Administration originally for five years from the 1st August 1896 to the 31st March 1901. The subsidy is Rs. 7,000 per mensem, towards which the Post Office contributes Rs. 2,722.

- (19) Six times a week between Katha and Bhamo.

Under contract with the Local Administration originally from 1st July 1896 to 30th June 1897, which has however been extended to the 31st October 1898. The subsidy is Rs. 1,500 a month, towards which the Post Office contributes Rs. 388.

- (20) A service three times a week between Thayetmyo and Minbu to and fro each way.

Under contract with the Local Administration from 1st January 1896 to the 31st March 1899, but terminable at any time by 30 days' notice from either party. Monthly subsidy Rs. 1,000 per mensem.

- (21) A service three times a week between Rangoon and Bassein.

Under contract with the Local Administration from 1st January 1896, and to continue in force until six months' notice is given by either party, the subsidy being Rs. 1,250 per mensem, towards which the Post Office contributes Rs. 250.

- (22) A service twice a week between Bassein and Henzada.

*By the Euphrates and Tigris Steam Navigation Company.*

- (23) Weekly communication on the River Tigris between Basrah and Bagdad.

Under contract for ten years, from the 1st May 1894, with Her Majesty's Secretary of State for India. Subsidy Rs. 4,000 per annum: steamers to run in connection with line No. 9.



and the total numbers at the end of the official years 1896-97 and 1897-98.

[ This Appendix relates only to the Imperial Post and does not include figures of District Post. ]

NAMES OF POSTAL CIRCLES.	EXISTING ON THE 31st MARCH 1897.			OPENED OR EXTENDED IN 1897-98.			TOTAL IN 1897-98.			CLOSED OR DISCONTINUED IN 1897-98.			BALANCE ON 31st MARCH 1898.			INCREASE OR DECREASE.		
	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.	Post Offices.	Letter-Boxes.	Village Postmen.
Bengal	No. 1,458	No. 4,709	No. 496	No. 108	No. 108	No. 108	No. 1,566	No. 4,817	No. 411	No. 33	No. 53	No. 6	No. 1,503	No. 4,964	No. 405	No. 96	No. 55	No. 11
Bombay	No. 1,480	No. 2,865	No. 722	No. 19	No. 86	No. 19	No. 1,499	No. 2,955	No. 731	No. 13	No. 15	No. 20	No. 1,486	No. 3,040	No. 717	No. 6	No. 71	No. 11
Madras	No. 2,010	No. 2,534	No. 972	No. 59	No. 396	No. 59	No. 2,069	No. 2,930	No. 1,061	No. 13	No. 14	No. 31	No. 2,057	No. 3,026	No. 1,030	No. 47	No. 192	No. 88
North-Western Provinces and Oudh	No. 1,767	No. 2,388	No. 629	No. 45	No. 147	No. 45	No. 1,812	No. 2,535	No. 722	No. 8	No. 79	No. 5	No. 1,804	No. 2,605	No. 777	No. 37	No. 77	No. 85
Punjab	No. 1,380	No. 1,735	No. 655	No. 107	No. 257	No. 107	No. 1,487	No. 1,992	No. 728	No. 33	No. 31	No. 21	No. 1,474	No. 2,021	No. 707	No. 74	No. 226	No. 51
Assam	No. 235	No. 274	No. 216	No. 20	No. 20	No. 20	No. 255	No. 294	No. 221	No. 4	No. 3	No. 4	No. 255	No. 297	No. 217	No. 13	No. 16	No. 1
Bihar	No. 485	No. 579	No. 168	No. 4	No. 32	No. 4	No. 489	No. 611	No. 202	No. 2	No. 2	No. 19	No. 487	No. 605	No. 189	No. 2	No. 26	No. 1
Burma	No. 186	No. 292	No. 41	No. 6	No. 88	No. 6	No. 192	No. 380	No. 51	No. 5	No. 29	No. 3	No. 187	No. 357	No. 51	No. 1	No. 59	No. 1
Central Provinces	No. 597	No. 420	No. 289	No. 26	No. 12	No. 26	No. 623	No. 434	No. 295	No. 5	No. 5	No. 4	No. 618	No. 427	No. 265	No. 21	No. 7	No. 10
Eastern Bengal	No. 415	No. 1,060	No. 83	No. 10	No. 30	No. 10	No. 425	No. 1,130	No. 87	No. 2	No. 2	No. 4	No. 423	No. 1,118	No. 83	No. 8	No. 28	No. 6
Rajputana	No. 310	No. 380	No. 116	No. 12	No. 12	No. 12	No. 322	No. 430	No. 117	No. 6	No. 8	No. 4	No. 322	No. 433	No. 116	No. 12	No. 3	No. 3
Sind and Baluchistan	No. 197	No. 152	No. 67	No. 5	No. 20	No. 5	No. 202	No. 172	No. 71	No. 6	No. 7	No. 4	No. 166	No. 164	No. 67	No. 1	No. 12	No. 1
Railway Mail Service	No. 984	No. 984	No. 984	No. 10	No. 10	No. 10	No. 108	No. 108	No. 108	No. 6	No. 11	No. 11	No. 108	No. 108	No. 108	No. 6	No. 11	No. 11
Total	No. 9,948	No. 16,980	No. 4,384	No. 441	No. 1,125	No. 441	No. 10,389	No. 18,075	No. 4,697	No. 196	No. 354	No. 109	No. 10,363	No. 17,721	No. 4,588	No. 345	No. 271	No. 200

\* Three more shown in 1897-98.

† One less shown in 1897-98.

## Appendix No. II.

Statement showing the distances over which Mails were conveyed by Railway, Mail Carts, Horses, Camels, Runners, Boats, and Steamers during the years 1896-97 and 1897-98.

[ This Appendix relates only to the Imperial Post and does not include figures of the District Post. ]

NAMES OF POSTAL CIRCLES.	RAILWAY.										MULE CARRIAGES, HORSES, CAMELS, &c.			RUNNERS AND BOATS.			STEAMER SERVICES, SEA AND RIVER.			TOTAL.	
	Under Local Contract.	Under Instruction-General.	General.	Under Instruction-General.	General.	General.	General.	General.	General.	General.	Under Instruction-General.	General.	General.	Under Instruction-General.	General.	General.	Under Instruction-General.	General.	General.	Under Instruction-General.	General.
Bengal	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Bombay	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Madras	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
North-Western Provinces and Oudh	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Punjab	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Assam	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Bihar	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Burma	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Central Provinces	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Eastern Bengal	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Rajputana	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Sind and Baluchistan	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167	Miles. 167
Total	Miles. 1,879	Miles. 2,971	Miles. 517	Miles. 531	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219	Miles. 1,219

(a) Exclusive of District Post.

(b) Exclusive of District Post.

(c) Exclusive of District Post.



## Appendix

*Statement showing the estimated\* numbers of Letters, Post-cards, Newspapers, Packets, and Parcels, and the actual numbers of Letters, Post-cards, and Newspapers, for the year 1905, in the following Provinces, Districts, and Subdivisions:*

		BOMBAY.		BOMBAY.		MADRAS.		N.-W. PROVINCES AND OUNH.		PUNJAB.	
		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
		1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
Letters, paid		21,347,326	21,838,007	13,753,178	25,114,574	15,442,821	26,482,483	11,212,019	22,574,082	10,400,310	21,611,130
unpaid		8,354,091	5,468,827	3,300,069	2,468,220	2,007,181	2,975,887	4,031,507	4,867,488	2,230,111	2,332,876
registered		1,374,820	1,362,805	1,077,273	1,128,128	1,949,172	2,064,507	1,808,385	1,809,177	1,801,193	1,128,522
insured		26,031	28,720	10,870	13,319	39,708	81,207	42,200	11,052	81,530	2,000
value-payable		54,385	60,720	38,000	55,757	67,218	84,732	50,180	68,480	85,810	60,171
service privileged		915,094	904,561	3,371	8,000	1,974,370	1,387,067	1,046,370	1,973,912	781,478	875,843
Post-cards		25,005,874	29,263,250	25,240,285	29,561,107	26,320,593	27,782,731	20,715,184	21,426,183	22,711,111	21,611,130
Reply post-cards		900,031	1,012,000	774,734	1,007,625	1,000,000	1,150,558	1,005,013	1,018,115	817,077	900,077
Total		56,109,341	62,008,913	73,017,035	80,586,480	66,691,146	73,440,082	51,010,070	63,060,562	47,117,986	62,981,500
Newspapers		4,911,930	4,762,126	5,481,544	5,543,873	5,297,141	5,370,484	3,925,992	4,108,908	3,501,505	4,184,580
Book and Pattern Packets.	Unregistered	2,871,704	3,217,063	4,618,947	2,801,940	2,880,640	4,168,427	2,347,260	2,578,073	1,810,713	2,267,361
	Registered	48,036	72,739	20,000	26,887	42,105	53,000	40,575	32,802	47,711	41,960
Book Packets.	Value-payable, registered	15,702	18,555	9,847	11,002	37,937	20,113	23,000	17,837	31,786	25,911
	Unregistered	178,173	207,163	153,404	124,000	105,201	108,446	123,474	123,486	174,574	180,171
Registered Parcels, paid		129,090	138,722	147,480	159,453	150,210	144,015	115,752	150,015	905,120	881,111
unpaid		21,377	28,560	41,061	24,165	58,713	66,544	63,953	68,804	72,844	68,111
insured		27,140	26,045	24,702	24,221	48,090	61,220	22,081	22,213	19,430	21,511
value-payable		18,028	171,206	64,023	72,000	140,400	145,470	107,154	105,611	87,490	85,111
Unregistered Parcels		17,920	22,108	43,007	48,180	15,138	28,763	12,804	23,047	20,000	21,111
Total		65,036,417	70,722,900	64,350,851	80,264,221	72,641,009	82,641,708	64,780,152	80,418,858	53,073,004	60,113,111
Money orders, inland		2,776,791	2,736,160	1,000,420	1,316,607	7,392,419	1,406,007	1,418,736	1,571,686	1,111,111	1,111,111
Grand Total		67,813,103	73,518,360	65,351,271	81,580,828	80,033,428	84,047,715	66,198,888	81,990,544	54,184,117	61,124,621
Dead-letter—Number of articles returned redelivered		1,000,000	1,202,545	2,000,000	2,000,000	1,000,000	2,000,000	1,000,000	1,000,000	1,000,000	2,000,000
Not actually delivered		67,813,103	72,315,815	64,350,851	77,336,466	78,945,728	82,212,601	58,908,300	60,628,600	52,580,394	53,012,111
Dead-letter—Number of articles sent to Dead Letter Office		790,976	828,344	806,585	880,112	963,000	377,668	410,000	524,160	463,333	1,000,000
Total		68,604,079	73,144,159	65,157,436	82,226,577	79,908,728	82,590,269	59,318,300	61,152,760	53,043,697	64,113,111

\* Calculated from the actual duration of 14 days.



*By Messrs. Apear & Co., Calcutta, and Jardine, Matheson & Co., Hong-Kong.*

- (24) Communication at irregular intervals between Calcutta and the Straits and Hong-Kong, the dates of departure being regulated mainly with reference to the Calcutta opium sales. } No subsidy.

*By the Peninsular and Oriental Steam Navigation Company.*

- (25) Fortnightly communication between Calcutta and Colombo, touching occasionally at Madras. } Non-contract lines maintained by the Company in connection with the China and Australian mail services. The Post Office pays by weight for the conveyance of mails sent by these non-contract steamers.
- (26) Fortnightly communication between Bombay and Colombo.

*By other Agencies.*

- (27) By River Steam Navigation Company.—Daily communication between Rowmari and Dibrugarh on the Brahmaputra River. } Under contract with the Post Office from the 1st May 1898 to the 30th April 1903. Annual subsidy Rs75,000, towards which the Bengal Government and the Assam Administration contribute Rs40,000.
- (28) By Messrs. Shepherd & Co.'s Steamers.—Daily communication between Bombay and Goa. } Under contract with the Local Government from 1st October 1897 to 31st May 1898. The monthly subsidy is Rs3,000, towards which the Post Office contributes Rs969-6 and the Portuguese Government Rs200\*.
- (29) By Mr. G. E. L. Dawson.—A steamer service three times a week between Butti-daung and Akyab from 1st October to 30th April in each year, and during the remaining months of each year a service twice a week. } Under contract with the Local Administration for five years from 15th February 1898, but terminable at any time by either party giving six months' notice. Subsidy Rs15,000 a year.
- (30) By Mr. G. E. L. Dawson.—A steam launch service twice a week between Akyab and Paletwa from 1st October to 30th April in each year, and during the remaining months of each year a weekly service.

\* Discontinued for the period from 1st January to 31st May 1898.



## No. III.

number of Money Orders received in the Post Offices (both Imperial and District Post) under the Bengal, Bombay, Eastern Bengal, Rajputana, and Sind and Baluchistan postal-circles, during the years 1896-97 and 1897-98.

ARUN.		Bihar.		BURMA.		CENTRAL PROVINCES.		EASTERN BENGAL.		RAJPUTANA.		SIND AND BALUCHISTAN.		TOTAL.	
Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.		Number given out for delivery.	
1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
3,138,301	3,321,265	5,904,750	7,533,159	7,085,250	7,529,761	7,302,110	7,155,199	5,705,000	5,780,794	5,541,160	5,023,794	4,081,008	5,036,708	174,518,000	182,305,894
101,280	101,280	4,453,335	5,179,675	3,774,074	4,078,006	1,537,210	1,288,027	300,134	281,028	836,737	810,308	518,438	985,808	49,469,893	55,791,832
123,164	130,793	305,006	363,413	241,930	245,582	119,271	115,340	112,144	151,068	303,124	208,653	216,801	207,339	2,230,775	3,070,903
3,311	2,315	4,515	6,310	1,164	4,350	8,136	6,392	3,963	2,089	4,900	8,115	1,017	1,147	154,880	123,757
11,570	22,172	53,191	53,305	16,685	23,256	20,081	39,014	11,550	15,747	16,258	21,865	7,091	9,820	468,687	574,901
179,767	181,017	525,872	543,224	306,160	263,979	487,305	468,916	137,870	225,001	31,803	22,067	78	30	7,108,617	7,922,632
1,104,200	1,200,000	1,000,000	1,176,805	910,600	1,000,418	6,680,800	5,865,222	6,057,305	7,140,308	4,600,011	5,087,090	3,500,310	2,708,925	100,014,595	172,836,400
108,812	108,812	319,846	335,367	83,108	63,620	243,064	224,617	294,086	236,745	88,846	69,541	51,456	51,390	3,680,333	6,974,212
154,167	1,600,622	1,595,845	1,781,844	17,416,943	12,373,470	15,380,736	14,362,702	14,351,087	14,505,922	11,425,059	12,130,301	8,173,891	8,554,601	380,950,100	406,797,216
915,000	1,008,220	987,604	1,065,098	1,774,779	1,799,019	1,971,491	1,320,701	849,497	840,406	205,072	325,082	739,180	708,088	10,775,401	11,301,484
161,304	709,278	347,161	712,783	1,181,015	1,475,969	603,023	633,751	374,085	229,351	215,418	308,001	309,512	408,305	17,814,391	19,790,808
7,028	8,414	8,400	8,905	14,540	10,215	2,050	7,901	8,447	9,806	3,103	2,942	3,049	6,005	1,000,100	287,203
5,814	5,058	7,030	8,421	8,008	6,828	7,113	8,004	7,000	6,821	3,503	3,228	3,540	1,528	144,015	122,611
43,618	21,727	26,285	51,060	43,058	26,076	53,083	51,120	47,078	56,726	32,009	39,126	17,080	18,068	6,122,805	1,133,791
13,009	21,923	31,410	31,008	51,500	52,982	37,714	31,429	15,394	19,922	34,006	37,960	17,580	22,812	653,797	1,072,956
12,076	23,190	10,000	24,012	49,710	65,026	18,406	21,022	14,313	17,077	20,727	21,879	11,803	16,106	481,409	501,304
8,258	7,813	8,608	10,571	10,455	15,361	11,700	12,800	3,002	4,683	23,009	20,791	6,745	7,170	288,021	250,313
20,345	20,717	150,000	50,567	59,000	38,758	50,576	22,071	16,343	40,289	21,301	22,586	14,237	16,000	908,681	941,072
4,280	5,310	8,650	8,908	2,630	2,112	10,555	15,006	3,679	7,271	4,171	5,501	2,408	3,441	131,560	108,361
1,577	1,577	17,677,734	18,787,802	18,640,974	18,938,300	17,537,301	17,571,700	16,718,300	16,850,579	16,600,000	13,450,748	10,472,050	8,356,828	458,718,729	506,619,125
1,013	1,013	600,000	713,646	804,035	890,072	403,311	510,644	500,526	501,108	300,001	307,731	100,000	220,297	10,947,371	11,804,350
1,100	1,178,780	1,533,001	1,930,246	1,439,000	1,568,071	1,048,413	1,032,144	1,047,000	1,047,001	1,000,001	1,074,477	1,000,001	1,010,118	449,704,108	475,000,575
1,000	256,803	300,000	410,303	4,000,128	3,221,172	648,820	600,000	344,418	306,277	319,744	222,700	300,233	352,170	15,415,386	16,708,873
1,000	1,021,000	17,974,725	18,082,013	14,400,727	15,227,800	17,303,073	17,440,105	15,913,337	16,481,408	15,547,127	12,845,727	10,341,275	9,798,937	436,800,914	461,304,413
1,000	100,002	173,168	200,576	348,346	411,144	161,303	180,000	87,379	82,000	100,315	150,176	73,000	80,000	4,181,344	4,580,772
1,000	1,022,262	19,145,182	19,294,547	14,779,117	15,006,903	17,347,150	17,600,655	16,031,000	16,570,100	16,000,000	13,844,008	10,414,734	9,836,870	400,556,458	400,819,145



## Appendix

Statement showing the Numbers of Articles received at, and disposed of by, the Dead Letter Offices at Ajmer, 1896-97 and

	AJMER.		BOMBAY.		CALCUTTA.		DIMAUR.		KARACHI.	
	Number.		Number.		Number.		Number.		Number.	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
Received from Post Offices.										
Registered Articles.	364	367	5,368	6,561	4,754	2,889	531	1,100	771	711
Parcels . . . . .	87	44	807	620	187	533	38	43	86	31
Letters . . . . .	127,554	142,041	915,064	770,570	846,444	904,479	150,495	185,697	82,703	50,623
Newspapers . . . . .	46,790	10,687	66,745	61,179	40,924	62,269	8,119	9,415	9,080	7,397
Packets . . . . .	8,051	5,130	91,447	61,192	63,235	63,985	5,805	4,118	5,938	4,231
Total . . . . .	150,735	158,278	1,044,185	900,122	955,304	11,015,438	173,468	200,374	75,158	63,000
Received from other Dead Letter Offices.										
Registered Articles.	6	22	2,887	2,806	130	33	145	39	11	10
Parcels . . . . .	1	1	3	1	2	7	1	1	1	1
Letters . . . . .	51,347	62,312	124,390	144,456	130,252	161,341	70,173	223,122	17,818	17,000
Newspapers . . . . .	9,280	1,375	37,531	31,914	42,447	40,987	8,408	2,335	443	231
Packets . . . . .	380	182	35,857	50,600	21,810	20,020	205	300	474	521
Total . . . . .	71,813	64,871	249,668	230,873	204,551	224,638	79,136	223,398	18,352	19,033
Total Number of Articles received in the Dead Letter Office.	120,448	223,147	1,293,853	1,131,005	1,160,355	11,240,076	252,604	423,772	93,510	82,033
Disput—Articles transferred to other Dead Letter Offices.										
Registered Articles.	86	41	1,009	2,007	527	221	118	109	45	10
Parcels . . . . .	11	8	8	17	3	18	3	10	1	1
Letters . . . . .	57,072	64,251	406,078	221,626	306,790	401,232	53,191	66,353	22,351	22,351
Newspapers . . . . .	9,473	8,226	38,445	37,635	12,414	10,797	7,650	3,310	7	4,000
Packets . . . . .	4,315	1,220	76,011	80,248	24,074	20,305	3,130	2,740	4,476	1,300
Total . . . . .	61,779	73,746	515,441	341,533	404,814	433,241	64,104	79,547	27,186	26,402
Balance remaining to be disposed of . . . . .	141,709	149,399	778,412	789,472	755,541	806,835	288,500	344,225	66,324	55,631
Articles sent out by Dead Letter Office.										
By re-direction to their addresses.										
Registered Articles.	34	34	755	776	123	344	123	321	9	10
Parcels . . . . .	8	7	104	225	50	92	2	5	1	1
Letters . . . . .	81,433	23,963	178,750	114,466	103,313	130,604	35,798	62,235	15,804	14,000
Newspapers . . . . .	1,007	567	2,305	4,115	8,736	10,080	813	724	334	1,000
Packets . . . . .	580	789	34,064	15,635	8,313	10,369	247	700	341	1,000
Total . . . . .	83,438	25,806	245,467	135,187	120,922	152,112	37,480	64,822	16,579	16,000
By return to their owners.										
Registered Articles.	126	200	4,733	6,250	1,888	1,677	603	750	632	1,000
Parcels . . . . .	1	7	61	111	57	165	7	6	1	1
Letters . . . . .	80,154	30,665	308,774	364,883	308,317	428,624	174,562	204,180	27,661	23,000
Newspapers . . . . .	14,679	3,289	63,962	50,623	89,231	81,041	2,130	3,311	1,205	1,000
Packets . . . . .	705	215	25,007	22,783	24,690	34,150	1,047	635	495	1,000
Total . . . . .	105,214	97,326	399,139	442,942	524,913	542,885	177,910	207,601	30,404	25,000
Articles undisposable and deposited as dead.										
Registered Articles.	94	104	267	324	565	576	126	130	312	1,000
Parcels . . . . .	13	27	135	220	79	92	20	23	3	1
Letters . . . . .	29,053	11,454	893,856	213,900	133,857	106,531	90,054	61,113	5,350	1,000
Newspapers . . . . .	1	1	6	370	1	713	10	1	1	1
Packets . . . . .	1	23	26	446	1,308	1,231	186	303	50	1,000
Total . . . . .	30,067	11,612	894,285	215,766	135,813	112,163	90,411	61,643	5,354	2,000
GRAND TOTAL . . . . .	146,704	144,761	710,490	792,906	781,664	806,835	343,015	344,418	110,310	109,033
Articles issued by Dead Letter Office for delivery to the addressee or sender and returned as undeliverable.										
Registered Articles.	27	21	243	263	333	272	118	122	56	1,000
Parcels . . . . .	1	1	1	1	1	11	1	1	1	1
Letters . . . . .	4,659	5,442	31,440	64,085	24,103	54,511	26,315	24,370	580	1,000
Newspapers . . . . .	8	1	6	27	100	244	24	72	1	1
Packets . . . . .	2	1	93	13	285	243	33	22	1	1
Total . . . . .	4,694	5,474	31,783	64,409	24,729	65,281	26,486	24,587	743	2,000

From Bengal . . . . . 1896-97. 118,076  
 " Assam . . . . . 1897-98. 101,010  
 " Eastern Bengal . . . . . 1897-98. 87,339  
 1,015,488







## No. V.

each postal circle, and the gross value thereof during the years 1896-97 and 1897-98.

																POSTAL SERVICE STAMPS.										Gross Value.	Discount.
1-anna Stamps.	2-anna Stamps.	3-anna Stamps.	4-anna Stamps.	5-anna Stamps.	6-anna Stamps.	7-anna Stamps.	8-anna Stamps.	9-anna Stamps.	10-anna Stamps.	11-anna Stamps.	12-anna Stamps.	13-anna Stamps.	14-anna Stamps.	15-anna Stamps.	16-anna Stamps.	1-anna Stamps.	2-anna Stamps.	3-anna Stamps.	4-anna Stamps.	5-anna Stamps.	6-anna Stamps.	7-anna Stamps.	8-anna Stamps.	9-anna Stamps.	10-anna Stamps.		
No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	
1,731	6,340	2,212,770	61,653	1,002,322	758,306	100,308	510,513	1,622	24,535	202,611	62,696	100,506	21,020	5,002	4,074	1,070	4,755	7,328	6,447	4,745	6,502	210	536	1,344	22,80,220	36,400	
12,001,372	—	1,041,362	40,343	1,024,008	722,794	222,552	306,767	—	20,440	225,319	70,900	200,000	30,885	20,022	6,683	944	9,738	2,108	4,510	4,750	6,821	600	405	1,200	23,90,043	21,220	
12,329,158	—	1,204,708	42,326	1,256,465	850,123	200,204	351,100	—	26,124	4,305	60,950	223,049	16,700	7,105	2,574	3,020	12,208	11,274	9,103	7,612	10,042	106	205	100	23,84,102	35,517	
6,375,402	2,446	1,345,615	6,077	607,393	202,000	44,273	241,561	—	12,662	224,000	41,323	150,774	10,074	4,002	2,121	2,013	9,047	2,701	7,104	7,004	12,747	—	—	—	14,01,040	22,606	
1,175,653	1,904	1,305,617	6,130	757,004	404,810	30,517	224,100	—	14,020	264,100	61,000	205,453	12,071	6,585	5,124	3,364	15,000	12,600	11,263	20,321	14,777	204	213	773	16,21,920	25,000	
1,130,751	320	220,303	613	90,126	56,772	14,200	68,466	—	2,400	70,102	23,506	56,204	7,222	2,441	717	712	1,007	1,000	1,443	1,182	2,077	—	—	—	2,15,306	4,200	
535,656	107	226,401	2,200	250,553	66,606	3,164	21,754	—	2,214	60,321	17,420	30,303	4,320	1,214	600	1,200	2,000	1,001	1,606	1,361	1,901	—	—	—	4,47,034	6,017	
574,007	700	322,791	10,000	168,367	214,357	22,641	144,007	—	12,470	112,246	47,200	90,301	12,202	1,240	1,170	630	2,000	2,901	2,800	2,317	2,350	120	100	100	5,02,307	2,000	
238,900	—	260,204	2,000	150,020	45,100	64,230	30,000	—	4,325	21,947	22,200	60,126	4,000	2,172	1,378	210	1,300	1,000	1,414	1,100	1,770	—	—	—	4,21,000	0,000	
176,470	20	152,700	170	125,146	30,000	7,000	60,000	—	2,297	60,311	12,211	34,641	2,040	577	122	2	—	—	111	100	50	170	—	—	—	2,30,321	4,007
27,206	60	207,327	701	121,013	66,270	60,400	34,001	—	6,470	75,316	20,700	62,300	4,200	1,205	205	112	2,000	1,414	1,300	1,125	1,501	—	—	—	4,20,100	2,000	
10,200	—	247,400	2,101	107,461	112,000	43,272	24,300	—	2,000	60,750	24,310	25,200	4,000	1,202	1,000	100	2,000	2,000	1,045	2,100	2,000	10	0	00	2,01,300	5,100	
7,000	14,000	10,225,100	700,000	6,700,000	2,707,000	272,000	2,700,000	1,000	100,000	1,000,000	200,000	1,000,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	1,00,00,000	0,00,000	
10,000	23,516	10,620,120	107,300	6,224,150	2,033,601	206,206	2,012,000	10,100	101,711	1,072,710	400,007	1,203,074	124,006	60,022	27,000	12,000	60,000	65,500	60,660	60,000	67,071	1,007	1,204	2,754	1,23,94,922	1,00,000	

1,312,715  
1,312,715  
1,312,715

10,300,000  
1,312,715  
14,635  
26  
1,312,715  
11,43,070

11,43,070

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10,300,000  
1,312,715  
14,635  
26  
1,312,715  
11,43,070

11,43,070



## Appendix No. VI.

Statement showing the number of Service Postage Stamps of each denomination sold in each postal circle, and the gross value thereof during the years 1896-97 and 1897-98.

Names of Postal Circles.	1-anna Post-cards.	1-anna Square Envelopes.	1-anna Square Envelopes.	2-anna Large Registration Envelopes.	1-anna Stamps.	1-anna Stamps.	3-anna Stamps.	4-anna Stamps.	8-anna Stamps.	1-rupee Stamp.	Gross value.
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	R
Bengal	528,172	7,056	3,144	2,104	1,314,286	2,406,013	258,798	181,936	42,752	36,601	3,36,377
Bombay	227,268	11,512	5,528	1,115	1,921,183	4,392,501	403,503	172,904	55,368	17,067	4,77,591
Madras	518,325	19,952	18,040	1,376	3,297,091	4,045,548	401,575	122,063	29,482	16,263	4,78,047
North-Western Provinces and Oudh.	244,795	12,512	8,056	2,584	1,759,072	2,440,316	258,846	103,062	39,785	6,649	2,97,503
Punjab	444,167	22,416	10,224	10,448	994,350	4,504,271	395,527	241,400	146,036	63,102	5,68,834
Assam	42,464	1,616	1,440	40	127,269	344,627	32,782	16,393	4,798	1,490	38,442
Bihar	104,912	4,176	1,350	728	334,107	588,334	43,122	34,154	5,463	1,342	67,244
Burma	28,932	2,080	2,640	575	522,388	1,210,250	108,263	47,747	10,694	1,905	1,25,510
Central Provinces	64,672	11,264	6,368	1,024	723,292	948,722	97,218	34,976	14,386	3,782	1,15,872
Eastern Bengal	52,224	1,312	312	104	144,825	329,233	15,190	9,360	2,954	753	32,481
Rajputana	22,080	896	976	2,968	221,683	311,343	22,052	7,603	2,955	716	34,182
Sind and Baluchistan	75,595	10,032	7,352	1,520	467,351	845,570	74,726	27,356	9,087	1,646	92,198
Total of 1897-98	2,353,606	104,824	65,440	24,586	11,826,897	22,366,728	2,111,002	998,954	303,760	151,316	26,64,281
TOTAL OF 1895-97	2,342,971	105,793	67,961	23,975	11,373,496	21,675,533	2,001,968	973,152	406,409	136,262	25,92,966

	Sale of Service Postage Stamps as per this statement	as per Appendix X
Ditto	ditto	

Short credits in Civil Accounts (under correspondence)  
Refunds of Service Stamps deducted from sales in the Po

**Direct—**

Value of Service Stamps supplied to the Agent, Cawnpore General, Kharwa, not shown by the Superintendent of Stamps, Calcutta	Rs.	98	0	0
Over credit in Civil Accounts in adjustment of short credit in previous year	"	7	0	0
Over credit in Civil Accounts (under correspondence)	"	6	0	0
Total	Rs.	111	0	0

Difference	106
375	
+	
—	







## Appendix No. X.

Comparative Statement showing Receipts and Charges of the Postal Department for the years 1896-97 and 1897-98.

HEADS OF RECEIPTS.	1896-97.	1897-98.	Increase.	Decrease.
	R	R	R	R
<b>POSTAL SERVICE.</b>				
<i>Postage realised in Cash and Commission.*</i>				
Bengal . . . . .	9,86,271	9,90,451	4,180	...
Bombay . . . . .	5,25,161	6,20,522	95,361	...
Madras . . . . .	5,55,147	5,92,076	37,829	...
North-Western Provinces and Oudh . . . . .	6,38,091	5,99,605	...	38,486
Punjab . . . . .	4,06,390	4,91,889	85,499	...
Assam . . . . .	1,44,244	1,49,576	5,332	...
Bihar . . . . .	2,49,557	2,79,120	29,563	...
Burma . . . . .	3,43,338	3,75,681	32,343	...
Central Provinces . . . . .	2,02,989	2,20,467	17,478	...
Eastern Bengal . . . . .	1,88,701	1,88,851	150	...
Rajputana . . . . .	1,30,391	1,32,259	1,868	...
Sind and Baluchistan . . . . .	92,962	95,590	2,628	...
<b>TOTAL</b>	<b>44,63,242</b>	<b>47,36,987</b>	<b>3,</b>	<b>38,486</b>
<i>Sale of Ordinary Postage Stamps.†</i>				
Bengal . . . . .	21,68,419	22,85,366	1,16,947	...
Bombay . . . . .	24,00,697	25,45,532	1,44,835	...
Madras . . . . .	22,39,415	23,27,069	87,654	...
North-Western Provinces and Oudh . . . . .	13,74,051	14,65,740	91,689	...
Punjab . . . . .	13,44,333	16,12,320	2,67,987	...
Assam . . . . .	3,01,269	3,16,747	15,478	...
Bihar . . . . .	4,22,105	4,45,455	23,350	...
Burma . . . . .	5,48,185	5,82,077	33,892	...
Central Provinces . . . . .	4,15,833	4,31,753	15,920	...
Eastern Bengal . . . . .	2,83,726	2,97,152	13,426	...
Rajputana . . . . .	4,12,362	4,19,651	7,289	...
Sind and Baluchistan . . . . .	3,54,659	3,74,800	20,141	...
<b>TOTAL</b>	<b>1,22,65,054</b>	<b>1,31,03,662</b>	<b>8,38,608</b>	...
<i>Deduct—Postage Stamps used for Telegraph Message Revenue.</i>				
Bengal . . . . .	1,60,423	1,76,638	16,215	...
Bombay . . . . .	2,70,801	2,98,860	28,059	...
Madras . . . . .	3,38,498	3,66,466	27,968	...
North-Western Provinces and Oudh . . . . .	1,93,955	2,26,658	32,703	...
Punjab . . . . .	2,00,725	2,66,730	66,005	...
Assam . . . . .	66,646	67,383	737	...
Bihar . . . . .	64,222	68,492	4,270	...
Burma . . . . .	85,874	91,510	5,636	...
Central Provinces . . . . .	1,03,688	1,16,474	12,786	...
Eastern Bengal . . . . .	59,900	78,209	18,309	...
Rajputana . . . . .	96,308	1,01,409	11,101	...
Sind and Baluchistan . . . . .	1,06,834	1,16,047	9,213	...
<b>TOTAL</b>	<b>17,41,874</b>	<b>19,74,876</b>	<b>2,33,002</b>	...
	<b>1,05,23,180</b>	<b>1,11,28,786</b>	<b>6,05,606</b>	...
<i>Deduct—Discount on Sale of Postage Stamps</i>	<b>1,83,074</b>	<b>1,73,408</b>	<b>10,334</b>	...
<b>NET TOTAL</b>	<b>1,03,60,106</b>	<b>1,09,55,378</b>	<b>5,95,272</b>	...

\* This includes—

(a) Commission realised on issue of Money Orders and other Money Order receipts.

(b) Commission realised on sale of British Postal Orders.

(c) Postage on privileged publications.

† Includes sale of Stamps used for Telegraph messages.



## Appendix No. X—continued.

HEADS OF RECEIPTS.	1896-97.	1897-98.	Increase.	Decrease.
	₹	₹	₹	₹
<b>TOTAL POSTAL SERVICE—contd.</b>				
Rajputana . . . . .	4,87,680	4,86,178	...	1,502
Sind and Baluchistan . . . . .	4,30,185	4,47,676	17,491	...
	1,78,09,059	1,87,78,656	9,75,579	5,942
<i>Deduct—Discount on Sale of Postage Stamps</i>	1,63,074	1,73,408	10,334	...
<b>NET TOTAL</b>	1,76,45,985	1,86,05,248	9,65,245	5,982
<i>DEDUCT—Amount due to the British Post Office.</i>				
Bombay . . . . .	3,99,961	3,50,702	...	49,259
<i>Payments to Colonial and Foreign Administrations.</i>				
Bengal . . . . .	24	...	...	34
Bombay . . . . .	24,012	1,03,747	79,735	...
Madras . . . . .	416	707	291	...
<b>TOTAL</b>	4,24,413	4,55,156	80,026	49,283
<i>Net Amount.</i>				
Bengal . . . . .	33,39,633	34,60,907	1,21,254	...
Bombay . . . . .	28,65,932	30,56,561	1,90,609	...
Madras . . . . .	29,15,272	30,38,325	1,23,053	...
North-Western Provinces and Oudh . . . . .	21,26,012	21,56,257	30,245	...
Punjab . . . . .	21,19,686	24,22,976	3,03,290	...
Assam . . . . .	4,18,950	4,38,390	19,430	...
Bihar . . . . .	6,73,023	7,24,681	51,658	...
Burma . . . . .	9,34,429	9,96,294	61,865	...
Central Provinces . . . . .	6,27,855	6,53,796	25,941	...
Eastern Bengal . . . . .	4,45,939	4,41,459	...	4,480
Rajputana . . . . .	4,87,680	4,86,178	...	1,502
Sind and Baluchistan . . . . .	4,30,185	4,47,676	17,491	...
	1,73,84,646	1,83,23,500	9,44,836	5,982
<i>Deduct—Discount on Sale of Postage Stamps</i>	1,63,074	1,73,408	10,334	...
<b>NET AMOUNT</b>	1,72,21,572	1,81,50,092	9,34,502	5,982



## Appendix No. X—continued.

HEADS OF RECEIPTS.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
<b>NON-POSTAL BRANCHES.</b>				
<i>Mail Cart, Parcel Van, Passenger and Goods Service Receipts.</i>				
Bengal . . . . .	247	360	113	...
Punjab . . . . .	3,45,874	3,55,348	9,474	...
Burma . . . . .	354	...	...	354
Eastern Bengal . . . . .	1	...	...	1
<b>TOTAL</b>	<b>3,46,476</b>	<b>3,55,708</b>	<b>9,587</b>	<b>355</b>
<i>Contributions from Native States.</i>				
Punjab . . . . .	6,000	6,000	...	...
<b>TOTAL NON-POSTAL BRANCHES.</b>				
Bengal . . . . .	247	360	113	...
Punjab . . . . .	3,51,874	3,61,348	9,474	...
Burma . . . . .	354	...	...	354
Eastern Bengal . . . . .	1	...	...	1
<b>TOTAL</b>	<b>3,52,476</b>	<b>3,61,708</b>	<b>9,587</b>	<b>355</b>



## Appendix No. X—continued.

HEADS OF CHARGES.	1896-97.	1897-98.	Increase.	Decrease.
	R	R	R	R
<b>POSTAL SERVICE.</b>				
<i>Fixed Establishment and Charges.</i>				
Director General of the Post Office . . . . .	1,62,422	1,51,789	...	10,633
Comptroller, Post Office . . . . .	4,69,368	4,87,105	17,737	...
Bengal . . . . .	12,31,036	12,42,857	11,821	...
Bombay . . . . .	13,01,334	13,19,317	17,983	...
Madras . . . . .	10,92,603	11,10,302	17,699	...
North-Western Provinces and Oudh . . . . .	9,39,633	9,55,192	15,559	...
Punjab . . . . .	8,26,042	8,31,596	5,554	...
Assam . . . . .	2,65,791	2,68,664	2,873	...
Bihar . . . . .	3,45,666	3,45,238	...	428
Burma . . . . .	4,58,019	4,61,239	3,220	...
Central Provinces . . . . .	3,62,688	3,67,009	5,221	...
Eastern Bengal . . . . .	2,90,564	3,16,024	25,460	...
Rajputana . . . . .	2,71,417	2,74,650	3,233	...
Sind and Baluchistan . . . . .	1,68,359	1,70,453	2,094	...
Railway Mail Service . . . . .	8,16,384	8,06,320	...	10,064
<b>TOTAL</b> . . . . .	<b>90,01,325</b>	<b>91,08,655</b>	<b>1,28,454</b>	<b>21,125</b>
<i>Miscellaneous and Contingencies.</i>				
Director General of the Post Office . . . . .	35,602	35,725	123	...
Comptroller, Post Office . . . . .	20,579	13,505	...	7,074
<b>BENGAL</b> . . . . .				
Grain Compensation allow- ances . . . . .	20,807	59,976	...	...
Fixed Stationery and House- rent allowance . . . . .	74,383	75,039	...	...
Payments to Guaranteed Railways . . . . .	10,260	10,260	...	...
Payments to State Railways . . . . .	180	94	...	...
Compensation for lost in- sured articles . . . . .	867	5,348	...	...
Law Charges . . . . .	39	35	...	...
Other Charges . . . . .	2,24,837	2,23,626	...	...
<b>TOTAL</b> . . . . .	<b>3,31,373</b>	<b>3,74,308</b>	<b>42,935</b>	...
<b>BOMBAY</b> . . . . .				
Grain Compensation allow- ances . . . . .	17,311	60,862	...	...
Fixed Stationery and House- rent allowance . . . . .	72,257	74,511	...	...
Payments to Guaranteed Railways . . . . .	14,021	14,997	...	...
Compensation for lost in- sured articles . . . . .	5,932	784	...	...
Other Charges . . . . .	1,40,521	1,65,020	...	...
<b>TOTAL</b> . . . . .	<b>2,50,042</b>	<b>3,16,244</b>	<b>66,202</b>	...
<b>MADRAS</b> . . . . .				
Grain Compensation allow- ances . . . . .	1,509	3,554	...	...
Fixed Stationery and House- rent allowance . . . . .	59,285	60,540	...	...
Compensation for lost in- sured articles . . . . .	100	644	...	...
Law Charges . . . . .	331	283	...	...
Other Charges . . . . .	1,25,019	1,25,692	...	...
<b>TOTAL</b> . . . . .	<b>1,87,244</b>	<b>1,90,713</b>	<b>3,469</b>	...



## Appendix No. X—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
POSTAL SERVICE—contd.					
Miscellaneous and Contingencies—contd.					
PUNJAB PROVINCES AND ODDH.	Grain Compensation allow- ances	12,444	12,679	...	...
	Fixed Stationery and House- rent allowance	54,603	54,746	...	...
	Compensation for lost in- sured articles	1,800	1,000	...	...
	Law Charges	5	...	...	...
	Other Charges	1,04,999	1,14,983	...	...
TOTAL		1,73,151	1,83,408	10,257	...
PUNJAB	Grain Compensation allow- ances	19,112	10,003	...	...
	Fixed Stationery and House- rent allowance	43,702	44,762	...	...
	Compensation for lost in- sured articles	178	740	...	...
	Law Charges	11	5	...	...
	Other Charges	1,42,106	1,28,475	...	...
TOTAL		2,05,109	1,83,085	...	21,124
ASSAM	Grain Compensation allow- ances	689	6,320	...	...
	Fixed Stationery and House- rent allowance	8,347	9,491	...	...
	Payments to Guaranteed Railways	6,150	7,200	...	...
	Payments to State Railways	3,042	3,000	...	...
	Law Charges	68	715	...	...
Other Charges		35,489	41,525	...	...
TOTAL		53,785	68,251	14,466	...
BENGAL	Grain Compensation allow- ances	2,884	20,931	...	...
	Fixed Stationery and House- rent allowance	20,953	21,907	...	...
	Compensation for lost insured articles	1	100	...	...
	Other Charges	27,938	30,766	...	...
TOTAL		51,776	73,704	21,928	...
BENGAL	Grain Compensation allow- ances	...	510	...	...
	Fixed Stationery and House- rent allowance	22,823	21,626	...	...
	Payments to State Railways	40,788	41,305	...	...
	Law Charges	5	390	...	...
	Other Charges	1,08,179	96,643	...	...
TOTAL		1,71,795	1,60,474	...	11,321



## Appendix No. X—continued.

HEADS OF CHARGE.		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
<b>POSTAL SERVICE—contd.</b>					
<i>Miscellaneous and Contingencies—concd.</i>					
CENTRAL INCES.	Grain Compensation allow- ances	1,836	19,004	...	...
	Fixed Stationery and House- rent allowance	22,911	22,861	...	...
	Compensation for lost insured articles	334	30	...	...
	Law Charges	...	30	...	...
	Other Charges	36,928	34,614	...	...
	<b>TOTAL</b>	62,009	76,539	14,530	...
EASTERN BENGAL	Grain Compensation allow- ances	7,988	17,204	...	...
	Fixed Stationery and House- rent allowance	11,486	13,041	...	...
	Payments to Guaranteed Railways	3,307	10,061	...	...
	Law Charges	...	104	...	...
	Other Charges	32,333	34,889	...	...
	<b>TOTAL</b>	55,114	75,299	20,185	...
RAJPUTANA	Grain Compensation allow- ances	98	6,337	...	...
	Fixed Stationery and House- rent allowance	14,767	15,252	...	...
	Payments to State Railways	6,340	7,764	...	...
	Compensation for lost insured articles	918	263	...	...
	Law Charges	1	3	...	...
	Other Charges	29,548	30,098	...	...
	<b>TOTAL</b>	51,672	59,717	8,045	...
SIND AND BALU- CHISTAN.	Grain Compensation allow- ances	346	1,751	...	...
	Fixed Stationery and House- rent allowance	9,350	9,494	...	...
	Law charges	13	1	...	...
	Other Charges	14,545	15,172	...	...
	<b>TOTAL</b>	24,254	26,418	2,164	...
RAILWAY MAIL SERVICE.	Grain Compensation allow- ances	1,327	5,749	...	...
	Fixed Stationery and House- rent allowance	36,064	35,549	...	...
	Payments to Guaranteed Rail- ways	1,54,515	1,71,738	...	...
	Payments to State Railways	7,47,173	7,53,110	...	...
	Special Train hire	82,475	1,47,091	...	...
	Law Charges	...	16	...	...
	Other Charges	1,24,181	1,25,455	...	...
	<b>TOTAL</b>	11,43,735	12,38,708	94,973	...
<b>GRAND TOTAL</b>		28,17,240	30,76,998	2,99,277	39,519
<i>Stationery and Printing.</i>					
BENGAL	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	2,14,300	2,58,453	...	...
	Printing at Jail and Govern- ment Presses	1,14,500	1,27,548	...	...
	Printing at Private Presses	48	108	...	...
	<b>TOTAL</b>	3,28,848	3,86,109	57,261	...



## Appendix No. X—continued.

HEADS OF CHARGES		1896-97.	1897-98.	Increase.	Decrease.
		R	R	R	R
POSTAL SERVICE—contd.					
Stationery and Printing—contd.					
BOMBAY	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	49,603	46,324	...	...
	Printing at Jail and Government Presses	30	123	...	...
	Other Charges	5,429	8,705	...	...
	Grain Compensation Allowances	...	1,171	...	...
	TOTAL	55,062	56,333	1,271	...
MADRAS	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	4,642	9,039	...	...
	Printing at Jail and Government Presses	3,484	2,881	...	...
	Printing at Private Presses	81	6	...	...
	Other Charges	20	23	...	...
	TOTAL	8,227	11,949	3,722	...
NORTH-WESTERN PROVINCES AND OUDH	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	99,349	1,30,843	...	...
	Printing at Jail and Government Presses	716	161	...	...
	Printing at Private Presses	23	82	...	...
	Other Charges	9,385	7,798	...	...
	Grain Compensation allowances	870	239	...	...
	TOTAL	1,10,343	1,39,123	28,780	...
PUNJAB	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	1,601	940	...	...
	Printing at Private Presses	599	335	...	...
	Other Charges	44	42	...	...
	TOTAL	2,244	1,317	...	927
ASSAM	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	905	465	...	...
	Printing at Private Presses	333	326	...	...
	TOTAL	1,238	791	...	447
Bihar	Cost of Stationery supplied by Central Stores and of Stationery used for Printing	269	432	...	...
	Printing at Private Presses	386	405	...	...
	Other Charges	...	2	...	...
	TOTAL	655	839	184	...



## Appendix No. K—continued.

HEADS OF CHARGES.		1896-97.	1897-98.	Increase.	Decrease.
POSTAL SERVICE—contd.		R	R	R	R
Stationery and Printing—concld.					
BURMA	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	2,078	732	...	...
	Printing at Jail and Government Presses .	2,921	2,955	...	...
	Printing at Private Presses .	12	15	...	...
	TOTAL .	5,011	3,702	...	1,309
CENTRAL PROVINCES	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	888	858	...	...
	Printing at Private Presses .	238	614	...	...
	Other Charges .	108	108	...	...
	Grain Compensation allowances .	...	54	...	...
TOTAL .		1,234	1,634	400	
EASTERN BENGAL	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	423	525	...	...
	Printing at Private Presses .	352	390	...	...
	TOTAL .	775	915	140	...
RAJPUTANA	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	338	376	...	...
	Printing at Private Presses .	411	663	...	...
	TOTAL .	749	1,039	290	...
SIND AND BALUCHISTAN	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	43	57	...	...
	Printing at Private Presses .	347	368	...	...
	TOTAL .	390	425	35	...
RAILWAY MAIL SERVICE	Cost of Stationery supplied by Central Stores and of Stationery used for Printing .	5,030	6,075	...	...
	Printing at Jail and Government Presses .	...	91	...	...
	Printing at Private Presses .	846	405	...	...
	TOTAL .	5,876	6,571	695	...
GRAND TOTAL .		5,20,652	6,10,947	92,978	2,683
Deduct—Printing charges debitable to the Telegraph Department—					
North-Western Provinces and Oudh .		22,796	24,497	1,701	...
TOTAL .		4,97,856	5,86,450	91,277	2,683



## Appendix No. X—continued.

HEADS OF CHARGES.	1896-97.	1897-98.	Increase.	Decrease.
	R	R	R	R
<b>POSTAL SERVICE—contd.</b>				
<i>Mail-cart, Parcel Van, Passenger and Goods Service (after deducting Non-Postal charges).</i>				
Bengal . . . . .	5,378	6,643	1,265	...
Bombay . . . . .	38,595	36,197	...	2,398
Madras . . . . .	36,281	41,525	5,244	...
North-Western Provinces and Oudh . . . . .	44,112	44,067	...	45
Punjab . . . . .	1,27,848	1,12,493	...	15,355
Assam . . . . .	12,400	12,250	...	150
Bihar . . . . .	497	530	33	...
Burma . . . . .	5	7,241	7,236	...
Central Provinces . . . . .	27,745	28,101	356	...
Eastern Bengal . . . . .	—	...	1	...
Rajputana . . . . .	3,270	775	...	2,495
Sind and Baluchistan . . . . .	4,613	4,440	...	173
<b>TOTAL</b> . . . . .	<b>3,00,743</b>	<b>2,94,262</b>	<b>14,135</b>	<b>20,616</b>
<i>Bounty Money.</i>				
Bengal . . . . .	...	162	162	...
Bombay . . . . .	2,365	1,797	...	568
Madras . . . . .	77	51	...	26
Burma . . . . .	225	255	30	...
Sind and Baluchistan . . . . .	2	4	2	...
<b>TOTAL</b> . . . . .	<b>2,669</b>	<b>2,269</b>	<b>194</b>	<b>594</b>
<i>Construction and Repairs of Post Office Buildings.</i>				
Bengal . . . . .	10,552	12,470	1,918	...
Bombay . . . . .	1,375	160	...	1,206
Madras . . . . .	4,705	3,267	...	1,438
North-Western Provinces and Oudh . . . . .	1,780	1,062	...	718
Punjab . . . . .	122	422	300	...
Assam . . . . .	1,924	4,367	2,443	...
Bihar . . . . .	1,184	1,605	421	...
Burma . . . . .	328	1,000	672	...
Central Provinces . . . . .	307	296	...	11
Eastern Bengal . . . . .	3,310	4,744	1,434	...
Rajputana . . . . .	97	11	...	86
Sind and Baluchistan . . . . .	...	37	37	...
Railway Mail Service . . . . .	169	48	...	121
<b>TOTAL</b> . . . . .	<b>25,853</b>	<b>29,498</b>	<b>7,225</b>	<b>3,580</b>
<b>TOTAL POSTAL SERVICE.</b>				
Director General of the Post Office . . . . .	1,98,024	1,87,514	...	10,510
Comptroller, Post Office . . . . .	4,89,947	5,00,610	10,663	...
Bengal . . . . .	19,07,187	20,22,549	1,15,362	...
Bombay . . . . .	16,48,773	17,30,257	81,484	...
Madras . . . . .	13,29,137	13,57,807	28,670	...
North-Western Provinces and Oudh . . . . .	12,46,223	12,98,355	52,132	...
Punjab . . . . .	11,61,365	11,29,813	...	31,552
Assam . . . . .	3,35,138	3,54,323	19,185	...
Bihar . . . . .	3,99,778	4,21,916	22,138	...
Burma . . . . .	6,35,383	6,33,911	...	1,472
Central Provinces . . . . .	4,53,983	4,74,479	20,496	...
Eastern Bengal . . . . .	3,49,762	3,96,982	47,220	...
Rajputana . . . . .	3,27,205	3,36,192	8,987	...
Sind and Baluchistan . . . . .	1,97,618	2,01,777	4,159	...
Railway Mail Service . . . . .	19,66,164	20,51,647	85,483	...
<b>TOTAL</b> . . . . .	<b>1,26,45,687</b>	<b>1,30,98,132</b>	<b>4,95,979</b>	<b>43,534</b>



## Appendix No. X—concluded.

HEADS OF CHARGES.	1896-97.	1897-98.	Increase.	Decrease.
R	R	R	R	R
<b>NON-POSTAL BRANCHES.</b>				
<i>Mail Cart, Parcel Van, Passenger and Goods Service.</i>				
Bengal . . . . .	248	360	112	...
Punjab . . . . .	3,45,874	3,55,348	9,474	...
Burma . . . . .	353	...	...	...
Eastern Bengal . . . . .	1	...	...	...
<b>TOTAL</b> . . . . .	<b>3,46,476</b>	<b>3,55,708</b>	<b>9,386</b>	<b>354</b>
<i>Subsidy Payments.</i>				
British India Steam Navigation Company (Bengal)	5,11,500	5,11,500	...	...
River Steam Company and Ferries in Bengal . .	5,096	9,219	4,123	...
River Steam Navigation Company (Bengal) . .	2,196	2,196	...	...
Ditto ditto (Eastern Bengal) . . . . .	1,200	1,200	...	...
Tigris and Euphrates Steam Navigation Company (Bombay) . . . . .	64,000	24,000	...	40,000
Irrawaddy Flotilla Company (Burma) . . . . .	42,283	38,787	...	3,496
River Steam Navigation Company for service between Jatrapur and Dibrugarh (Bengal) . .	35,600	37,550	1,950	...
India General Steam Navigation Company for service between Naranganj and Silchar (Bengal) . . . . .	8,334	2,821	...	5,513
Steam service between Goa and Bombay . . . .	7,755	5,616	...	2,139
<b>TOTAL</b> . . . . .	<b>6,77,964</b>	<b>6,32,889</b>	<b>6,073</b>	<b>51,148</b>
<b>TOTAL NON-POSTAL BRANCHES.</b>				
Bengal . . . . .	5,62,974	5,63,646	672	...
Bombay . . . . .	71,755	29,616	...	42,139
Punjab . . . . .	3,45,874	3,55,348	9,474	...
Burma . . . . .	42,636	38,787	...	3,849
Eastern Bengal . . . . .	1,201	1,200	...	...
<b>TOTAL</b> . . . . .	<b>10,24,440</b>	<b>9,88,597</b>	<b>10,145</b>	<b>45,943</b>



APPENDIX XI.



## Appendix

## Comparative Abstract of Receipts and Charges of

POST OFFICE RECEIPTS.	1896-97.	1897-98.	1896-97.	1897-98.
	R.	R.	R.	R.
I.—POSTAL SERVICE.				
Cash Receipts.				
Postage on Letters and Parcels, etc. . . . .	12,81,401	12,99,105		
Cash realised on privileged Newspapers . . . . .	3,37,661	3,19,906		
Receipts on account of Money Orders . . . . .	28,48,632	31,19,276		
Ditto ditto British Postal Orders . . . . .	3,484	3,589		
	44,71,178	47,41,876		
DEDUCT—				
Refund of Postage Collections . . . . .	7,936	4,889	44,63,242	47,36,000
Sale of Ordinary Postage Stamps (Gross Value)* . . . . .	...	...	1,05,23,180	1,11,28,000
Ditto Service ditto . . . . .	...	...	25,92,560	26,63,000
Miscellaneous Receipts (i.e., Sale of waste papers, etc.)—				
Fees for Window Delivery Tickets . . . . .	10,315	10,563		
Other petty receipts . . . . .	68,703	81,684		
	79,018	92,247		
DEDUCT—				
Refund of Window Delivery Tickets . . . . .	...	12		
Refund of petty receipts . . . . .	2,144	3,565		
	2,144	3,577	76,874	
DEDUCT—				
Amount due to the British Post Office . . . . .	2,76,220	2,27,523	1,76,55,856	1,86,000
Payments to Colonial and Foreign Administrations . . . . .	—5,010	67,375	2,71,210	2,00,000
TOTAL . . . . .	...	...	1,73,84,646	1,83,000

\* (i. e.) Gross sales to the public minus value of stamps used for Telegraph message revenue.



## No. XI.

Postal Department during the years 1896-97 and 1897-98.

POST OFFICE EXPENDITURE.		1896-97.	1897-98.	1896-97.	1897-98.
I.—POSTAL SERVICE.					
Salaries and Establishment.		R	R	R	R
CHIEF OFFICE, CALCUTTA.	Director General's Office, Salaries	1,06,061	94,070		
	Establishment	56,361	57,710		
	Comptroller's Office, Salaries	33,280	44,754		
	Establishment	4,36,088	4,42,351		
PRESIDENCY AND DISTRICT OFFICES.	Postmasters General, Deputy Post- masters General, and Inspector General, Railway Mail Service, Salaries	2,17,174	2,00,346		
	Presidency Postmasters, Superintend- ents and Inspectors, Salaries	7,80,705	7,76,770		
	Establishment	62,64,542	63,78,384		
	Road Establishment	10,17,213	10,30,701		
CONVEYANCE OF MAILS.	Ferry and Boat Establishment	23,947	22,054		
	Railway Charges	8,145	5,467		
STATIONERY AND PRINTING	Printing Establishment	43,742	40,852		
POST OFFICE, MISCELLANEOUS	Aligarh Workshop Establishment	14,068	14,587	90,01,326	91,08,635
Miscellaneous and Contingent Charges—					
CHIEF OFFICE, CALCUTTA.	Temporary Estab- lishment	3,272	942		
	Director Gene- ral's Office. Travelling Expenses and Allowances	8,406	10,286		
	Hill Journey Allow- ances	7,139	7,335		
	Grain Compensation Allowances	296	418		
PRESIDENCY AND DISTRICT OFFICES.	Office Expenses	16,489	16,744		
	Temporary Estab- lishment	5,484	...		
	Comptroller's Office. Travelling Expenses and Allowances	4,121	3,865		
	Grain Compensation Allowances	537	802		
PRESIDENCY AND DISTRICT OFFICES.	Office Expenses	10,437	8,838		
	Experimental and Temporary Estab- lishment	28,870	34,816		
	Travelling Expenses and Allowances	4,94,428	4,93,296		
	Grain Compensation Allowances	66,026	1,52,096		
CONVEYANCE OF MAILS.	Construction and repair of Post Office Office Expenses	25,853	29,498		
	Road Establishment, Temporary	9,63,005	9,73,643		
	Ferry and Boat Establishment, Tempo- rary	8,864	13,383		
	Ditto Contingencies	58	158		
CONVEYANCE OF MAILS.	Grain Compensation Allowances of Boat Establishment	1,757	2,613		
	Contingent Road Charges	105	2,600		
	Grain Compensation Allowances of Runners, etc.	85,600	93,754		
	Payments to P. and O. Company	20,080	69,065		
CONVEYANCE OF MAILS.	Mail Guards and Oil Allowances	1,288	5,363		
	Temporary Establishment	58	...		
	Grain Compensation allowances of Mail Guards, etc.	...	87		
	Payments to Guaranteed Railways	1,86,252	2,14,256		
CONVEYANCE OF MAILS.	Special Train Hire	82,475	1,47,091		
	Payments to State Railways	7,97,522	8,05,273		
	Mail Cart, Parcel Van, Passenger and Goods Service Charges	6,47,219	6,49,970		
	Deduct—Non-Postal Charges	3,46,476	3,55,708		
		3,00,743	2,94,262		
STATIONERY AND PRINTING OFFICE, MISCELLANEOUS	Bounty Money	2,009	2,269		
	Printing, Miscellaneous	4,96,986	5,84,086		
	Grain Compensation Allowances	870	1,464		
	Aligarh Workshop Charges	601	1,062		
STATIONERY AND PRINTING OFFICE, MISCELLANEOUS	Grain Compensation Allowances	124	132		
	Other Miscellaneous Charges	23,946	18,180	36,44,361	39,89,477
Sale of ordinary postage stamps		...	...	1,63,074	1,73,408
TOTAL		...	...	1,28,08,761	1,32,71,540



Appendix

Comparative Abstract of Receipts and Charges of the

POST OFFICE RECEIPTS.	1896-97.	1897-98.	1896-97.	1897-98.
	R.	R.	R.	R.
<b>II.—NON-POSTAL BRANCHES.</b>				
<i>Mail Cart, Parcel Van, Passenger and Goods Service Receipts</i>	3,46,482	355,708	...	...
<b>DEDUCT—</b>				
Refund of Passenger and Goods Service Collections	6	...	...	...
<b>TOTAL</b>	...	...	3,46,476	3,55,708
Contribution from Native States	...	...	6,000	6,000
<b>TOTAL REVENUE AS PER POST OFFICE ACCOUNT</b>	...	...	1,77,37,124	1,86,85,208
<b>III.—RECEIPTS NOT SHOWN IN POST OFFICE ACCOUNTS, BUT CREDITED TO POST OFFICE IN FINANCE AND REVENUE ACCOUNTS.</b>				
District Post Collections, including Zemindary Dak Receipts in Bengal	...	...	97,615	99,400
<b>GRAND TOTAL</b>	...	...	1,78,34,737	1,87,84,608



No. XI—concl.

Postal Department during the years 1896-97 and 1897-98—concl.

POST OFFICE EXPENDITURE.	1896-97.	1897-98.	1896-97.	1897-98.
	R	R	R	R
II.—NON-POSTAL BRANCHES.				
CONVEYANCE OF { Mail Cart, Parcel Van, Passenger and RAILS. { Goods Service	...	...	3,46,476	3,55,708
Subsidies	...	...	6,77,864	6,3,889
TOTAL	...	...	10,24,440	9,88,597
TOTAL EXPENDITURE AS PER POST OFFICE ACCOUNT	...	...	1,38,33,201	1,42,60,137
III.—CHARGES NOT DEALT WITH IN THE POSTAL DEPARTMENT, BUT DEBITED TO POST OFFICE IN FINANCE AND REVENUE ACCOUNTS.				
District Post Establishments, including Zemindary Daks in Bengal	...	...	12,97,330	13,60,601
Res from England	...	...	5,08,520	4,76,000
Payments under Postal Arrangements with Lords of the Treasury	...	...	6,06,000	5,75,000
Other Payments	...	...	...	20,590
Exchange on Charges in England	...	...	7,36,510	6,03,470
TOTAL	...	...	31,48,360	30,35,721
GRAND TOTAL	...	...	1,69,81,561	1,72,95,858



## Appendix

## Accounts showing the Gross Revenue, Cost of Management, Net Revenue, etc.

(Note.—The figures in this table do not include either receipts or disbursements)

Year.	Postage Revenue Receipts.			Miscellaneous cash receipts.	Total receipts.	Net receipts after deduction of postage due to foreign countries.	Net receipts deducting also official postage.	Disbursements.	Balance of receipts.	Deficit of official postage to be met out of other receipts.	Proportion of postage revenue proper retained in India.	Postal revenue at the end of each year.
	Sale of stamps to public.	Official postage.	Cash on account and insufficiently paid letters, etc.									
1	2	3	4	5	6	7	8	9	10	11	12	No.
1833-34	...	36,71,720	19,91,870	33,584	46,16,030	46,16,030	30,48,414	14,37,300	20,88,471	3,51,755	...	...
1834-35 (estimated)	...	12,00,000	22,72,000	...	34,72,000	34,72,000	19,80,010	27,20,310	5,47,314	7,34,490	...	645
1835-36	8,25,750	16,20,850	7,72,744	60,300	33,00,490	33,14,136	23,00,520	20,41,201	9,00,000	12,33,977	...	263
1836-37	8,70,610	16,05,000	9,04,004	1,69,710	35,00,280	35,10,000	23,50,841	20,00,000	10,00,000	10,50,000	...	279
1837-38	5,53,500	16,51,200	8,25,300	1,85,470	37,00,400	37,00,000	27,00,000	25,00,000	10,00,000	12,00,000	...	310
1838-39	11,00,000	16,20,000	14,20,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1839-40	14,10,000	17,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1840-41	15,00,000	17,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1841-42	17,50,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1842-43	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1843-44	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1844-45	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1845-46	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1846-47 (at receipt)	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1847-48	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1848-49	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1849-50	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1850-51	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1851-52	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1852-53	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1853-54	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1854-55	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1855-56	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1856-57	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1857-58	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1858-59	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1859-60	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1860-61	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1861-62	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1862-63	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1863-64	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1864-65	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1865-66	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1866-67	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1867-68	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1868-69	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1869-70	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1870-71	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1871-72	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1872-73	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1873-74	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1874-75	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1875-76	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1876-77	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1877-78	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1878-79	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1879-80	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1880-81	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1881-82	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1882-83	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1883-84	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1884-85	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1885-86	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1886-87	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1887-88	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1888-89	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1889-90	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1890-91	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1891-92	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1892-93	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1893-94	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1894-95	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1895-96	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1896-97	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315
1897-98	18,00,000	16,00,000	14,00,000	1,01,200	33,00,000	33,00,000	23,00,000	20,00,000	10,00,000	10,00,000	...	315

Column 2.—These figures represent the net proceeds of the sale of ordinary postage stamps after deducting discount to vendors.

Column 3.—The great difference observable in this column etc. due mainly to changes of system in the treatment of official correspondence, which was charged at full rate up to 1860-61, at the same rate as ordinary correspondence (letters, packets, etc.) from that year to 1870-71, and afterwards at a low privileged letter rate of one anna for 10 letters (about 400 Rs.).

Column 4.—The figures in this column show the revenue so collected by the changes of system in respect of official correspondence mentioned in the note regarding column 3.



## No. XII.

*of the Post Office Department in India from 1853-54 to 1897-98.*

an accord of concurrence of passport or of any of the sub-postal branches of the administration.]

[illegible]

Column 10.—The figures in this column show the proportion of the cash collections in column 8 to the total postal receipts of columns 1, 2, and 4. The comparisons compare with the year 1872-73, when the official postage rate was reduced (see note on column 3) and the whole collection is eleven.

Columns 11 to 13.—Three digits are omitted from the figures in these columns.

Columns 27 and 28.—These figures cannot be given prior to 1873-74, owing to a difference in the system of statistical record.

Column 29.—The registration of newspapers only commenced in the year 1871-72 and ended in 1872-73.

John Maynard wrote to include letters to Gibraltar, Malta, and places east of Sicily.

(2) Revised as 24 to show the number of articles exchanged with the United Kingdom instead of the number of postage rates.

\* Inclusion from 1999-2000

\* 1,222 million of fines under this head have in 1983-84 been included in column 10.

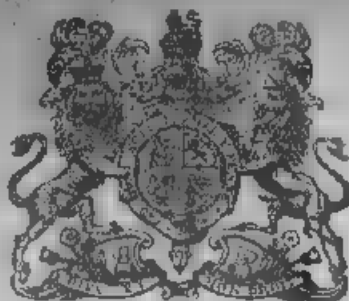
(13) Revised so as to show the number of letters conveyed by P. and O. contract ~~mailers~~ to and from Europe and Egypt only.

(d) Payment is made at this rate for the first six months. Payment to be made under terms of this contract has not yet been notified.



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SUPPLEMENT TO  
**The Gazette of India.**

No. 3.1 CALCUTTA, SATURDAY, JANUARY 21, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 7th, 1899.**

The cold weather storm which was the chief feature of the weather of the last three days of the previous week lay over South and Central Bengal at the beginning of the week under review. It advanced eastwards during the next 24 hours and completely filled up. It was a comparatively important disturbance in its last stage of existence and occasioned only very light local showers in East Bengal, Assam and Upper Burma. Whilst the previous storm was breaking up in North-Eastern India a disturbance was quickly formed in Berar and the Central Provinces. This drifted rapidly eastwards through Chota Nagpur and the neighbouring districts, on the 3rd into Bengal, where it filled up before the morning of the 4th. Fairly general rain due to the disturbance fell in the Gangetic Plain on the 3rd, and Bengal on the 4th and light to moderate snow in the eastern half of the North-West Himalayas. Weather was fine and dry over the whole of the Indian area on the 5th, except for a few local thunder showers in Upper Burma and Bengal. An important change however occurred during the day in Berar and the Central Provinces. A depression similar in character to the previous was generated rapidly in that area before the morning of the 6th, and transmitted eastwards to Chota Nagpur and South-West Bengal during the succeeding 24 hours. It was a much more influential disturbance than its immediate predecessor and gave light to moderate rain over the greater part of North-Eastern India, Bundelkhand and Baghelkhand and some snow in the North-Western Himalayas. Weather was throughout the week fine with clear or lightly clouded skies over the area outside the influence of the disturbances of the week.

The chief feature of the weather of the week was the prevalence of very low temperature both by day and night over the large area including Baluchistan, the Punjab, Sind, Rajputana, Gujarat, Central India and the North-Western Provinces. The deficiency was throughout the week most marked in



Baluchistan and the North-Western Himalayas where it ranged between  $7^{\circ}$  and  $18^{\circ}$ .

**Daily Summary.—Sunday, January 1st.**—Pressure was practically unchanged in the Peninsula and was in moderate to considerable defect in that area. It had increased to a slight extent in North-Western India and Burma, and was below the normal by amounts ranging between  $02''$  and  $09''$ . Pressure had recovered briskly to rapidly in Bihar and the eastern districts of the North-Western Provinces and of Central India, and the depression which lay over Bihar on the previous day had advanced into Bengal where the barometer had fallen slightly to briskly. Pressure was a sixth of an inch in defect of the normal in the area of depression in South and Central Bengal. Winds were anti-cyclonic in North-Western and Central India, feebly cyclonic in Bengal, south-easterly in the Deccan and generally north-easterly in Southern India, and the west coast districts. They were very light and irregular in Burma. Skies were more or less heavily clouded in Bengal and Assam, moderately clouded in Southern India and clear over the remainder of the country. Light snow had fallen at Simla and Chakrata and some light local rain showers in South Bengal and Assam. Temperature had increased rapidly in North-Eastern India in front of the depression and was during the preceding 24 hours  $8^{\circ}$  in excess of the normal in Orissa,  $6^{\circ}$  in Chota Nagpur,  $3^{\circ}$  in Bengal, due chiefly to much higher night temperature than usual. Temperature was practically unchanged in Berar, the Central Provinces and the Deccan and continued in moderate to large excess over that area. The cool wave in the rear of the depression had caused a very rapid reduction of temperature in Rajputana, Central India and the North-Western Provinces, and the mean temperature during the past day averaged  $7^{\circ}$  below the normal in the Punjab, Sind and Gujarat,  $6^{\circ}$  in Rajputana,  $2^{\circ}$  in Central India and  $1^{\circ}$  in the North-Western Provinces. Temperature had increased in Baluchistan and the Upper India hills, but was still very largely below the normal.

**Monday, January 2nd.**—The pressure changes of the previous 24 hours were large and unimportant over by far the greater part of the country. Pressure had increased briskly to rapidly in North-Eastern India and Upper Burma, and the depression in South and Central Bengal on the 1st had filled up and disappeared. Pressure had given way briskly to rapidly in North-Western and Central India, Berar and the western half of the Central Provinces, and was in considerable to large defect over the whole of that area and in Baluchistan. A depression in which pressure was nearly two-tenths of an inch below the normal had formed quickly over Berar and the western and central districts of the Central Provinces during the past day. Pressure had increased slightly in the southern half of the Peninsula thus reducing the deficiency in that area. Northerly winds had set in over South Bengal. Winds had increased in Berar, the Central Provinces and the North Deccan where they were irregularly cyclonic in direction. They were light and irregular on the Madras Coast. Skies were moderately clouded in the Central Provinces and were clouding over in the North-Western Provinces and Bihar. Heavy rain had fallen at Colombo and some very light local showers in Bengal, Assam and Upper Burma. A brisk to rapid reduction of temperature had occurred over the North-Western Provinces, Central India, Chota Nagpur, Bengal, Orissa and Assam and was practically unchanged elsewhere.

**Tuesday, January 3rd.**—The barometric changes were again large over the greater part of the country. Pressure had increased briskly in Baluchistan and briskly to rapidly in North-Western India, Berar and the Central Provinces, and was in moderate to considerable defect over nearly the whole of that area. Pressure had, on the other hand, fallen briskly to rapidly in Chota Nagpur, South Bihar, West Bengal and the eastern districts of the North-Western Provinces, and was considerably to largely below the normal. The depression in Berar and the Central Provinces on the previous day was now passing through Chota Nagpur and the neighbouring districts. Pressure was stationary in Burma and the southern half of the Peninsula, and was below the normal to a moderate extent. Winds exhibited an irregular cyclonic circulation in the area of depression, but were generally light. Skies were overcast in the Gangetic Plain and Chota Nagpur and light to moderate showers had fallen in these areas. Pressure was largely in defect in the hill districts in North-Western India and weather was feebly disturbed with light to moderate snow in the Kumaon,



Garhwal and Simla hills. Temperature was largely below the normal in North-Western and Central India by average amounts ranging between  $5\frac{1}{2}^{\circ}$  and  $11^{\circ}$  and very largely below in Baluchistan and the Upper India hills, the deficiency being exhibited as largely in the day as in the night temperature. The low temperature conditions had extended southwards to the Bombay Deccan where temperature of the past day was  $3\frac{1}{2}^{\circ}$  in defect. Temperature was, on the other hand,  $6^{\circ}$  above the normal in Orissa,  $4^{\circ}$  in the Madras Deccan and  $3^{\circ}$  in the Madras Coast, due to high night temperature.

*Wednesday, January 4th.*—Pressure had increased briskly to rapidly in the Punjab, Rajputana, Central India, the Central Provinces, Chota Nagpur and the neighbouring districts of Bengal and Bihar, and was practically steady over the remainder of the Indian area. The depression in Chota Nagpur on the previous day had drifted eastwards and filled up. Pressure was in slight to moderate defect in Burma, Bengal, the Deccan, Southern India and the eastern half of the Central Provinces and normal in North-Western and Central India. It was in moderate to considerable defect in Baluchistan and the Upper India hill districts. Pressure was highest at Ajmere and lowest at Colombo, and there was a difference of  $0.286''$  between these two stations. Winds were fairly normal in direction and were strongest on the Kathiawar and Konkan coasts and in the Bombay Deccan. The air was unusually dry in Sind and Kathiawar, the lowest humidity at 8 A.M., being 15 per cent. at Rajkot. Skies were heavily clouded in the Gangetic Plain and Bengal and light to moderate showers had been received in the eastern districts of the North-Western Provinces, Bihar, Bengal and Assam. Light snow had again fallen at Mussoorie and Ranikhet. A large reduction of temperature had occurred in Berar and the Central Provinces and temperature now averaged from  $4^{\circ}$  to  $11^{\circ}$  below the normal in North-Western and Central India, Berar, the Central Provinces and the Bombay Deccan. It was  $7^{\circ}$  above the normal in Orissa,  $4^{\circ}$  in Chota Nagpur and Mysore, and  $3^{\circ}$  in the Madras Deccan. The temperature conditions were approximately normal in other districts.

*Thursday, January 5th.*—Pressure had given way to a slight extent in Baluchistan and North-Western India and was steady or had increased slightly over the remainder of the country. Pressure was now in considerable defect in Baluchistan and at the hill stations in North-Western India and practically normal elsewhere. The air circulation was similar in character to that of the previous day, except in the Deccan where winds were easterly. Skies were thickly clouded in Baluchistan, Kashmir and Bengal and were clear or lightly clouded over the remainder of the country. No rain had fallen beyond some local showers in Upper Burma and Bengal. Temperature had increased more or less rapidly in Baluchistan, North-Western and Western India, thus diminishing the deficiency in these areas. It had on the other hand decreased largely in Chota Nagpur and briskly in Orissa and North-Western Provinces. Temperature during the previous 24 hours was most deficient in the plains in Rajputana and Central India (each  $9^{\circ}$ ) and most largely above the normal in Orissa ( $15^{\circ}$ ).

*Friday, January 6th.*—Pressure had increased briskly in Baluchistan and was now only in slight defect in that area. It had decreased briskly in the Punjab, Upper Sind and Rajputana and rapidly in Berar, Central India and the Western half of the Central Provinces. A closed depression of slight intensity had formed rapidly during the past day in the Central Provinces, and the distribution of pressure was similar in general character to that which obtained on the 2nd. Light irregular airs and calms prevailed in Upper India, the southern half of the Peninsula and Burma, and feeble cyclonic winds over the area of depression and the neighbouring districts. Skies had cleared in Baluchistan and clouded over in the Gangetic Plain and the greater part of Central India. Light showers of rain had fallen in Bundelkhand and Baghelkhand and light snow in the North-West Himalayas. Temperature was in slight to moderate excess of the normal in a belt running eastwards from the Bombay Deccan across the Bay to Burma and more or less below the average elsewhere. The deficiency was  $10^{\circ}$  in Baluchistan,  $8^{\circ}$  in Gujarat,  $7\frac{1}{2}^{\circ}$  in Sind,  $6\frac{1}{2}^{\circ}$  in Rajputana and  $5^{\circ}$  in the Punjab and was almost as large in the day as in the night temperature.

*Saturday, January 7th.*—The pressure changes were generally small except in the areas affected by the depressions. Pressure had increased rapidly in the area covered by the depression on the preceding day and fallen rapidly in Chota Nagpur, Bihar and South-West Bengal to which area it had been transferred during the previous 24 hours. Pressure was in considerable



to large defect in the area of depression. The disturbance was hence, as on the previous day, of slight intensity. Winds tended to circulate cyclonically in North-Eastern India and were strong in South-West Bengal. Skies were overcast in North-Eastern India and fairly general rain had occurred in the eastern and central districts of the North-Western Provinces, Bihar, Chota Nagpur and the northern and central districts of Bengal. Snow storms had occurred in the eastern half of the North-West Himalayas. The temperature conditions were even more abnormal than on the previous day. Temperature was more or less largely below the normal over the whole of the Indian area, except in the Madras Deccan, Madras Coast, Chota Nagpur, Orissa and Burma in which it was in slight to considerable excess. The deficiency of temperature was more than  $5^{\circ}$  in Baluchistan, North-Western India, Central India and the Bombay Deccan and was absolutely greatest at Simla and Chakrata ( $18^{\circ}$ ) and Ranikhet and Murree ( $14^{\circ}$ ).

**Temperature.**—The temperature conditions of the week were very marked and unusual over by far the greater part of the country, due chiefly to the spread eastwards and southwards of the cool wave which followed in the rear of the cold weather storm of the last three days of the previous week. Temperature was throughout the week more or less largely below the normal in Baluchistan, Sind, Rajputana, the Punjab, Gujarat, Central India and the North-Western Provinces. The deficiency was on the whole largest in amount in Baluchistan and the hill districts of North-Western India where it varied between  $7^{\circ}$  and  $18^{\circ}$ , and was exhibited almost equally in both the day and night temperatures. Temperature was steadily in moderate to considerable excess of the normal in the Madras Deccan and the Madras Coast, and in large excess in Orissa. It was on the mean of the whole week practically normal in Burma, Assam, Bengal, the Central Provinces, Berar and South India and slightly below the normal in Bihar, the West Coast and the Bombay Deccan.

Remarkably low night temperatures were recorded in Baluchistan, the North-Western Himalayas and the West Punjab during the week.

The most noteworthy were as follows:—

Srinagar	.	.	.	.	.	.	.	-12°·5 on the 1st.
Quetta	.	.	.	.	.	.	.	13°·3 " 3rd.
Chakrata	.	.	.	.	.	.	.	21°·8 " 7th.
Simla	.	.	.	.	.	.	.	23°·2 " 7th.
Dera Ismail Khan	.	.	.	.	.	.	.	31°·0 " 2nd and 7th.

The following table gives temperature variation data of the week:—

Province.	Variation from normal of mean temperature of 24 hours preceding 8 A.M. of							Mean variation of week.
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	
Burma	0	0	0	0	0	0	0	0
Assam	-1·6	0	+0·1	+0·4	+1·8	+2·6	+1·8	+0·7
Bengal	-0·3	-3·7	-1·2	-1·3	-0·2	-0·1	-0·2	-1·0
Orissa	+3·1	+1·1	+1·7	-0·2	+1·1	-1·9	-0·7	+0·6
Bihar	+8·1	+5·7	+6·1	+7·4	+4·7	+2·8	+3·8	+5·5
Chota Nagpur	+1·0	+0·3	+0·9	-1·5	-3·1	-4·7	-2·9	-1·4
North-Western Provinces and Oudh	+6·2	+1·9	+2·4	+4·1	-3·2	-1·2	+2·7	+1·8
Punjab	-1·2	-3·4	-2·0	-4·0	-6·1	-4·1	-8·1	-4·1
Sind	-6·8	-6·2	-5·5	-6·0	-6·0	-5·2	-6·1	-6·0
Rajputana	-7·2	-7·3	-10·8	-8·5	-7·0	-7·5	-5·3	-7·7
Gujarat	-6·5	-6·8	-7·5	-7·7	-9·0	-6·5	-8·4	-7·5
Central India	-7·5	-8·0	-9·3	-10·9	-8·2	-7·8	-10·0	-8·8
Central Provinces	-2·1	-4·4	-6·5	-8·9	-9·2	-4·7	-8·0	-6·3
Berar	+3·7	+3·8	+2·7	-4·4	-3·6	-0·1	-0·2	+0·3
West Coast	+4·1	+4·4	-1·7	-6·5	-4·3	+2·4	-4·7	-0·9
Bombay Deccan	-0·1	-0·8	-1·7	-2·5	-1·7	-0·9	-3·4	-1·6
Mysore	+2·0	+1·9	-3·6	-6·5	-2·4	+0·9	-5·9	-1·9
Madras Coast	+3·5	+3·7	+0·1	+3·6	+2·7	-0·4	0	+1·9
Madras Deccan	+4·3	+3·4	+3·4	+1·9	+1·6	+2·8	+1·9	+2·8
South India	+5·2	+5·7	+4·3	+3·0	+3·0	+2·8	+3·6	+3·9
	+0·7	+0·9	+1·7	+0·4	0	-1·0	-0·2	+0·4
Mean for whole of India	+0·4	-0·4	-1·3	-2·4	-2·5	-1·6	-2·5	-1·5



**Rain.**—The normal rainfall of the week does not exceed a few thousandths of an inch over by far the greater part of the country. Bihar, East and Deltaic Bengal, and the Assam Valley obtained light showers on the 1st from a cold-weather storm drifting eastwards through South and Central Bengal. A depression which originated in Berar and the Central Provinces on the 2nd and marched eastwards to Bengal gave light to moderate rain to the North-Western Provinces (excepting the western districts) on the 3rd and 4th, and to Bihar, Chota Nagpur, Deltaic and Central Bengal and Sikkim between the 3rd and 6th, and light to moderate snow in the North-Western Provinces Himalayas. The largest daily falls during this period were 1·75 inches at Korantadih, 1·68 inches at Partabgarh and 1·40 inches at Ghazipur. The disappearance of this disturbance was followed by the formation of another feeble disturbance in Berar and the Central Provinces on the 6th. It advanced along the same track and gave rain in practically the same districts as the previous depression on the 6th and 7th. The rainfall of the week hence occurred solely in Assam, Bengal, Bihar, Chota Nagpur, the whole of the North-Western Provinces (excepting the western districts), Central India East and the hill and central districts of the Punjab, and was more or less in excess in all these areas excepting Assam Surma, and the Central Punjab where it was even less than the small normal of the period. It was unusually abundant in Central Bengal, South Bihar and North-Western Provinces East, and East Submontane which obtained more than double their normal fall in January. The following gives data for the districts in which there was an excess of over an inch :—

District.	Average actual rainfall of week.	Average normal rainfall of week.	Variation from normal.
	Inches.	Inch.	Inches.
Patna . . . . .	1·90	0·05	+1·85
Sonthal Parganas . . . . .	1·56	0·07	+1·49
Monghyr . . . . .	1·31	0·04	+1·27
Malda . . . . .	1·22	0·07	+1·15
Dacca . . . . .	1·20	0·09	+1·11
Gaya . . . . .	1·13	0·05	+1·08
Bhagalpur . . . . .	1·08	0·05	+1·03
Partabgarh . . . . .	1·97	0·08	+1·89
Ghazipur . . . . .	1·73	0·03	+1·70
Jaunpur . . . . .	1·48	0·05	+1·43
Sultanpur . . . . .	1·38	0·04	+1·34
Fyzabad . . . . .	1·29	0·05	+1·24
Almorah . . . . .	1·28	0·24	+1·04
Korantadih (Ballia) . . . . .	1·14	0·03	+1·11
Azamgarh . . . . .	1·08	0·06	+1·02

Absolutely or practically no rain fell over the remainder of the Indian area.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 7TH JANUARY 1899.			RAINFALL DATA FROM 1ST JANUARY TO 7TH JANUARY 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 1st to 7th January 1899.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inch.	Inches.	Inches.	Inch.	Per cent.
BURMA.	1. Tenasserim	0	0	0	0	0	0
	2. Lower Burma Deltaic.	0	0'04	-0'04	0	0'04	-100
	3. Central do.	0	0'01	-0'01	0	0'01	-100
	4. Upper do.	0	0	0	0	0	0
	5. Arakan	0	0'02	-0'02	0	0'02	-100
BENGAL AND ASSAM	6. Eastern Bengal	0'40	0'13	+0'27	0'40	0'13	+203
	7. Assam Surma	0'13	0'14	-0'01	0'13	0'14	-7
	8. Do. Hills	0'25	0'12	+0'13	0'25	0'12	+108
	9. Do. Brahmaputra	0'21	0'15	+0'06	0'21	0'15	+40
	10. Deltaic Bengal	0'35	0'11	+0'24	0'35	0'11	+218
	11. Central do.	0'70	0'07	+0'63	0'70	0'07	+900
	12. North do.	0'43	0'02	+0'41	0'43	0'02	+2,050
	13. Bengal Hills	0'82	0'05	+0'77	0'82	0'05	+1,540
	14. Orissa	0'04	0'04	0	0'04	0'04	0
	15. Chota Nagpur	0'58	0'09	+0'49	0'58	0'09	+544
NORTH-WESTERN PROVINCES AND ODISH.	16. South Bihar	1'45	0'05	+1'40	1'45	0'05	+2,800
	17. North do.	0'72	0'06	+0'66	0'72	0'06	+1,100
	18. North-Western Provin- ces East	1'11	0'04	+1'07	1'11	0'04	+2,675
	19. South Oudh	0'86	0'06	+0'80	0'86	0'06	+1,333
	20. North do.	0'80	0'03	+0'77	0'80	0'03	+2,567
	21. North-Western Provin- ces Central	0'21	0'08	+0'13	0'21	0'08	+164
	22. North-Western Provin- ces West	0'06	0'07	-0'01	0'06	0'07	-14
	23. North-Western Provin- ces East Submon- tane	1'00	0'06	+0'94	1'00	0'06	+1,567
	24. North-Western Provin- ces West Submon- tane	0'33	0'15	+0'18	0'33	0'15	+120
	25. North-Western Provin- ces Hills	1'14	0'32	+0'82	1'14	0'32	+256
PUNJAB	26. South-East Punjab	0'02	0'04	-0'02	0'02	0'04	-50
	27. South do.	0	0'07	-0'07	0	0'07	-100
	28. Central do.	0'11	0'14	-0'03	0'11	0'14	-21
	29. Punjab Submontane	0	0'17	-0'17	0	0'17	-100
	30. Do. Hills	0'76	0'21	+0'55	0'76	0'21	+262
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab	0'02	0'24	-0'22	0'02	0'24	-92
	32. West do.	0	0'05	-0'05	0	0'05	-100
	33. Malabar	0'07	0'09	-0'02	0'07	0'09	-22
	34. Madras South-Central	0	0'12	-0'12	0	0'12	-100
	35. Coorg	0	0'09	-0'09	0	0'09	-100
	36. Mysore	0	0'03	-0'03	0	0'03	-100
	37. Konkan	0	0'07	-0'07	0	0'07	-100
	38. Bombay Deccan	0	0'05	-0'05	0	0'05	-100
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0'06	-0'06	0	0'06	-100
CENTRAL PROV- INCES AND BIKAN	41. Berar	0	0'14	-0'14	0	0'14	-100
	42. Central Provinces	0	0'07	-0'07	0	0'07	-100
	43. Central Provinces Cen- tral	0'02	0'07	-0'05	0'02	0'07	-71
	44. Central Provinces East	0'02	0'07	-0'05	0'02	0'07	-71
	45. Gujarat	0	0	0	0	0	0
BOMBAY (NORTH)	46. Kathiawar	0	0	0	0	0	0
	47. Sind	0	0'01	-0'01	0	0'01	-100
	48. Baluchistan Hills	0	0'28	-0'28	0	0'28	-100
	49. Central India East	0'11	0'03	+0'08	0'11	0'03	+267
	50. Rajputana East, Cen- tral India West	0	0'02	-0'02	0	0'02	-100
RAJPUTANA AND CENTRAL INDIA.	51. West Rajputana	0	0'01	-0'01	0	0'01	-100
	52. East Coast North	0	0'03	-0'03	0	0'03	-100
	52-A. Do. do. (a)	0	0'09	-0'09	0	0'09	-100
	53. Hyderabad South	0	0'03	-0'03	0	0'03	-100
	54. Madras Central	0	0'01	-0'01	0	0'01	-100
	55. East Coast Central	0	0'08	-0'08	0	0'08	-100
	56. Do. South	0	0'23	-0'23	0	0'23	-100
MADRAS	57. Madras South	0'02	0'20	-0'18	0'02	0'20	-90

HEM RAJ,

Off. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 18th January 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 14th January.*—Light scattered showers of rain fell in parts of the Carnatic and the adjoining districts, but none elsewhere. The water-supply is generally ample except in parts of the Deccan. Sowings still continue. The standing crops are generally in good condition, except in parts of the Deccan. The harvest outturn is almost normal. Pasturage is scarce in parts, but the fodder supply is generally sufficient. Cattle are in normal condition. Prices continue to fall, except in parts of the Deccan and the West Coast.

**Bombay.**—*For week ending 18th January.*—Rain is wanted for the late crops in parts of Poona, Ahmednagar, Satara and Shikarpur. The standing crops are withering in parts of Poona and Ahmednagar, and have been damaged by frost in all districts of Sind, and by rats, blight or frost, in parts of Ahmedabad, Ahmednagar, Bijapur and Dharwar. Harvesting of the early crops continues in three and of the late crops in five districts. Cotton-picking is progressing in parts of Khandesh and Kathiawar. Preparations for next season continue in five districts. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen slightly in three and fallen in eleven districts.

**Bengal.**—*For week ending 16th January.*—Rain, though not general, fell in several districts during the week. The prospects of all the spring crops are favourable. Poppy is also promising. The winter rice crop is nearly all harvested, and threshing is now going on. Pulses and the earlier spring crops are being gathered. Sugarcane-pressing is in progress. There is no want of fodder anywhere. Prices of common rice continue practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 18th January.*—Light showers of rain fell in two districts, otherwise the weather has been clear and cold. The standing crops are flourishing. Sugarcane-pressing continues. Irrigation is being resorted to where necessary. Slight damage to crops, by frost, is reported from a few districts. Prospects are favourable. The market is full and the fodder supply sufficient. Prices are almost stationary.

**Punjab.**—*For week ending 18th January.*—Slight rain is reported to have fallen in Murree; but more is urgently needed throughout the Province. Pressing of sugarcane still continues. The spring sowings have been completed. Watering and weeding of crops are in progress. The outturn of sugarcane is said to be above the average in Sialkot. The condition and prospects of standing crops are generally reported to be good, but are below the average in Dera Ismail Khan and bad on unirrigated areas in Lahore. The rape and gram crops are being damaged by caterpillars in parts of Ferozepore. The condition of cattle is good to fair in all districts, except in parts of Dera Ismail Khan. Fodder is said to be sufficient in all districts, except in Delhi, Shahpur and in parts of Dera Ismail Khan. Prices, especially of wheat, are rising in Delhi, Sialkot and Shahpur, falling in Hissar and Dera Ismail Khan, and are unchanged elsewhere. Wheat is selling from 15½ to 21, gram 21 to 24, barley 32, bulrush millet 20 to 26, maize 28 to 33, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 17th January.*—The weather is generally clear and very cold. Rain is wanted in Raipur and Bilaspur. The prospects of the spring crops are fair to good in all districts, except Saugor,



Damoh, Chanda and Bilaspur, where they are poor to gloomy. Some damage to crops, through frost, is reported from Damoh, Jubbulpore, Mandla, Narsinghpur and the Harsud Tahsil of Nimar; through frost and cloudy weather, from Balaghat and Bilaspur; through frost and blight, from Saugor; and through cloudy weather and want of rain, from Raipur. Reaping and threshing of the autumn crops are approaching completion, and pressing of sugarcane continues. The cheapest prices are wheat 19, gram 32, rice 27½, and *juar* 30 seers per rupee. The dearest prices are wheat 12, gram 16, rice 11 and *juar* 19½ seers per rupee. Wheat continues to sell above the normal price in the south, east and west of the Provinces, and the price of gram is still low in the northern districts.

**Burma.**—*For week ending 14th January.*—In Lower Burma reaping of the main crop has nearly been completed. The Amherst District now reports an outturn below the normal. In Upper Burma the greater part of the wet weather paddy crop has been reaped. Prospects of the standing crops continue unchanged. The price of paddy has risen considerably in Akyab, Thaton and the Upper Chindwin and has fallen considerably in Mandalay and Bhamo. There has been a slight increase in the price in Rangoon, Prome and Thongwa.

**Assam.**—*For week ending 17th January.*—No rain fell during the week. Harvesting of late rice is nearing completion; the outturn is generally good. Gathering of pulses, pruning of tea, and pressing of sugarcane continue. Prospects of pulses, mustard and sugarcane are generally good. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Sylchar 15, Sylhet 16½, Dhubri 17, Gauhati 16, Tezpur, Sibsagar and Dibrugarh 13, and Nowgong 12 seers per rupee.

**Mysore and Coorg.**—*For week ending 18th January.*—**MYSOORE:** Prospects are favourable. Prices have slightly risen in Mysore and Kadur. *Ragi* (*Eleusine coracana*) has been harvested in parts of Bangalore, Kolar and Shimoga.

**COORG:**—Harvesting of rice, threshing of *ragi* (*Eleusine coracana*) and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 18th January.*—**BERAR:** The weather is cool. The winter crops are suffering for want of moisture. The preparation of land for the monsoon crops is in progress in three districts. Fodder is sufficient, but a scarcity of water prevails in parts of the Akola and Amraoti Districts. Prices are almost stationary.

**Hyderabad.**—No rain fell during the week. The autumn rice harvest is almost completed, and that of the spring crops has commenced in parts. Rats and insects are damaging the spring crops in a few talukas. The winter rice sowings continue. Prices are falling. Prices—wheat 9, coarse rice 10½, and *jawari* 20½ seers per current sicca rupee.

**Central India.**—*For week ending 18th January.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops and their probable outturn are reported to be good, though the *arhar* (*Cajanus indicus*) and *masur* (*Lens esculenta*) crops have been partially damaged by frost in Baghelkhand. Slight damage to the poppy crop is reported from Indore. Agricultural stock and pasturage are in good condition. Prices are normal.

**Rajputana.**—*For week ending 18th January.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good, but they have been slightly damaged by frost in parts of Kerowlee and Kotah. The average outturn of the autumn crop in thirty-one affected villages of Ajmere is 5 annas, and for the whole area of Marwar 8 annas in the rupee. Cattle are generally in good condition. The Government reserves have been opened to grazing in Ajmere-Merwara. Distress is spreading and increasing in Merwara. Takavi advances have been granted freely with beneficial results.



In Ajmere distress is increasing in some villages of Gangwana. Fodder is scarce in parts of Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Jhallawar, fluctuating in Kotah, falling in Dholepore and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues; 205 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,792 persons. The numbers employed on relief works were—422 in Ajmere, 1,967 in Merwara and 2,092 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 17th January.*—The weather has been snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:**—*For week ending 18th January.*—No rain fell during the week. Prices have fallen slightly: wheat is selling at 19 and maize 26 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient.

**Nepal.**—*For week ending 14th January.*—Rainfall 0·84. Wheat is being sown. The price of rice is 9½ seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 8TH JANUARY, 1898, AND FROM 1ST TO 7TH JANUARY, 1899.**

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	FIRST EIGHT DAYS OF JANUARY 1898.			WEEK ENDING 7TH JANUARY 1899.			Earnings from 1st to 7th January 1898.	Earnings from 1st to 7th January 1899.	Increase.	Decrease.
		Earnings.			Earnings.						
		Mean mileage worked.	TOTAL.	Per mile open.	Mean mileage worked.	TOTAL.	Per mile open.				
State lines worked by companies.											
Standard gauge—											
East Indian	604	1,740	13,22,431	260	1,745	11,93,000	681	13,22,431	11,93,000	...	1,29,431
Bengal Central	103	126	18,734	140	136	20,800	160	18,234	20,800	1,766	...
Bengal-Nagpur	131	867	1,56,183	181	1,062	1,59,000	149	1,56,183	1,59,000	2,817	...
Indian Midland (including Bhupalnagar)	171	752	1,46,914	105	868	1,37,000	158	1,46,914	1,37,000	...	9,914
Berwada Extn. (East Coast State)	191	31	3,318	158	81	8,500	119	3,318	2,500	...	818
Madras-Lunar sec. (Berwada-Mad.)	119	9	1,083	120	9	600	67	1,083	600	...	483
Metro gauge—											
Kajutana-Malwa (inclg. G.R. Nagda)	264	1,815	4,24,945	263	1,815	4,62,000	355	4,24,945	4,62,000	...	11,945
Pelampur-Decan	44	17	411	34	17	600	35	411	600	189	...
South Indian	181	1,048	1,84,025	177	1,018	1,45,000	142	1,84,025	1,45,000	...	39,025
Mayavaram-Mutpet	90	54	4,415	52	54	4,300	80	4,415	4,300	...	115
Southern Mahratta (inclg. G.M. From sec.)	103	1,105	1,19,096	308	1,163	98,000	84	1,19,096	98,000	...	21,096
Mysore section (Southern Mahratta)	107	26	40,287	130	26	28,100	61	40,287	18,100	...	22,187
Bengal and North-Western system	162	847	1,30,104	265	928	4,25,000	125	1,30,104	1,25,000	...	5,104
Lucknow-Bareilly	100	204	22,477	110	231	19,200	83	22,477	19,200	...	3,277
Assam-Bengal	90	280	24,129	84	308	31,100	71	24,129	31,100	6,971	...
Huma	223	937	2,31,179	247	956	1,27,000	185	2,31,179	1,27,000	...	1,04,179
TOTAL	266	10,152	28,85,301	284	10,095	25,49,400	242	28,85,301	25,49,400	...	3,35,901
State lines worked by the State.											
Standard gauge—											
North-Western (a)	237	2,886	8,36,081	270	2,285	6,53,000	226	8,36,081	6,53,000	...	1,83,081
Ordn. and Rohilkhand (inclg. the m.g. line)	212	875	2,12,607	243	1,013	2,07,000	204	2,12,607	2,07,000	...	5,607
Eastern Bengal (inclg. metro & 2' 6")	315	1,118	2,08,693	305	824	2,10,000	202	2,08,693	2,10,000	...	1,307
East Coast (b)	110	538	51,941	97	720	52,700	71	51,941	52,700	759	...
Special gauges—											
Joint	66	28	2,953	105	28	2,000	71	2,953	2,000	...	953
Chunab-Campygaon	20	...	(c)	...	8	600	75	(c)	600	600	...
TOTAL	261	5,143	14,03,355	272	5,479	11,21,200	208	14,03,355	11,21,300	...	2,82,055
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	514	1,491	7,29,801	489	1,491	8,66,000	581	7,29,801	8,66,000	1,36,199	...
Bombay, Baroda and Central India	773	401	2,79,403	506	401	3,00,000	670	2,79,403	3,00,000	20,597	...
Madras	258	840	2,40,214	286	240	2,05,000	190	2,40,214	2,05,000	...	35,214
TOTAL	465	2,792	12,49,418	447	2,792	13,71,000	480	12,49,418	13,66,000	90,582	...
TOTAL (GUARANTEED AND STATE)	297	10,009	55,37,074	300	10,006	50,00,700	267	55,37,074	50,00,700	...	5,36,374
Assisted companies.											
Standard gauge—											
Delhi-Gondalia-Katka	217	162	27,639	171	162	26,100	161	27,639	26,100	...	1,539
Larkana	320	52	5,300	272	52	5,000	235	5,300	5,000	...	300
Southern Punjab (Delhi-Samaitia)	75	400	22,418	330	400	22,800	57	22,418	22,800	382	...
Tajul Valley	...	...	...	...	26	700	19	...	700	700	...
Metro gauge—											
Mymensingh-Jamsherd-Jagannath-ganj	...	...	...	...	31	900	27	...	900	900	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	4,284	74	66	4,000	70	4,284	4,000	...	284
Bengal Doon	106	30	2,129	59	36	1,600	44	2,129	1,600	...	529
Udaipur-Sadiya	200	78	18,708	241	78	14,400	163	18,708	14,400	...	4,308
Ahmedabad-Parantij	59	55	2,936	53	55	3,200	56	2,936	3,200	264	...
Special gauges—											
Dunjodh-Himachal	266	51	10,363	207	51	6,000	118	10,363	6,000	...	4,363
Batal	150	31	3,683	175	31	3,200	182	3,683	3,200	...	483
TOTAL	135	891	92,930	111	900	89,100	93	92,930	89,100	...	3,830
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Una-Gurga	31	74	2,573	34	74	4,700	64	2,573	4,700	2,127	...
Bhopal-Ujjain	70	114	8,758	77	114	9,800	80	8,758	9,800	1,042	...
Nagpur-Ujjain	66	35	1,330	38	34	1,400	41	1,330	1,400	70	...
The Nizam's guaranteed state	235	334	72,941	218	334	76,300	228	72,941	76,300	3,359	...
The Cackwar's Peltad	70	13	500	38	13	800	62	500	800	300	...
Rajputana-Bharatpur	149	102	17,478	102	102	9,000	83	17,478	9,000	...	8,478
Kolar-Gundlupet	408	10	4,432	444	10	3,400	344	4,432	3,400	...	1,032
Metro gauge—											
Yavatpur-Mysore Frontier section (inclg. Al-Nangangud)	71	66	5,967	90	66	3,200	48	5,967	3,200	...	2,767
The Cackwar's Ahmednagar	81	93	6,626	71	93	5,500	80	6,626	5,500	...	1,126
Kullapur	55	80	1,101	38	29	1,300	45	1,101	1,300	199	...
Special gauges—											
The Cackwar's Dabhol	58	79	3,109	39	79	3,200	41	3,109	3,200	91	...
Rajputana	13	19	84	4	19	100	5	84	100	16	...
Caucho Behar	64	24	1,706	78	25	1,100	44	1,706	1,100	...	606
TOTAL	123	990	1,20,503	127	990	1,10,800	120	1,20,500	1,10,800	...	9,700
Lines owned and worked by native states.											
Metro gauge—											
Binavagar-Gondal-Jamagad-Porbandar	126	234	34,843	105	334	28,400	85	34,843	28,400	...	6,443
Jamagad-Rajkot	80	40	3,809	53	40	3,700	80	3,809	3,700	...	109
Jamagad	58	54	1,647	30	54	2,000	37	1,647	2,000	353	...
Jamagad	...	...	...	...	31	1,000	48	...	1,000	1,000	...
Jamagad-Bicknagar	66	304	24,900	68	403	37,300	92	24,900	37,300	12,400	...
Wodeypur-Chitor	43	60	1,830	30	60	2,000	43	1,830	2,000	170	...
Special gauge—											
Mori	82	94	6,568	79	94	7,000	74	6,563	7,000	437	...
TOTAL	80	952	73,045	77	1,014	82,100	81	73,043	82,100	9,057	...
GRAND TOTAL	273	20,028	57,30,459	277	21,078	53,51,600	244	57,30,459	53,51,600	...	3,78,859

(a) Includes Jamnagar and Kachchh and Hyderabad-Siddipet rly.

(b) Including Hyderabad-Madras rly.

(c) L. used for traffic.

Calcutta, the 20th January, 1899.

W. J. McELHINNY, Capt., R.E.

Offg. Under Secy. to the Govt.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XXXIX of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April, 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	FIRST EIGHT DAYS OF JANUARY, 1898.				WEEK ENDING 7TH JANUARY, 1899.				Earnings from 1st April 1897 to 8th January, 1898.	Earnings from 1st April 1898 to 7th January, 1899.	Increase.	Decrease.
		Miles worked.	Earnings.		Miles worked.	Earnings.							
			Total.	Rs. p. a. mile.		Total.	Rs. p. a. mile.						
Lines worked by companies.													
East Indian	154	1,740	13,22,431	760	1,743	11,93,000	684	4,40,24,823	4,48,92,000	2,74,173	...	...	
Bengal Central	183	123	18,234	148	123	20,000	160	9,16,760	7,61,000	...	1,55,760	...	
Bengal-Nagpur	139	962	1,30,184	181	1,009	1,59,000	149	44,21,455	49,80,000	5,64,544	...	...	
Indian Midland (including Bhopal-Idra)	135	732	1,46,984	193	868	1,37,000	139	46,19,643	46,33,000	33,353	...	...	
Begwada extn. (East Coast State)	135	81	3,318	158	31	2,500	119	1,21,823	1,10,000	...	5,823	...	
Madras-Indur sec. (Madras-Mad.)	135	9	1,083	120	9	600	67	46,761	31,100	...	15,661	...	
Metre gauge—													
Rajputana-Malwa (inclg. G.-R.-Nagda)	210	1,815	4,74,045	262	1,815	4,63,000	255	1,48,06,826	1,72,12,000	23,15,174	...	...	
Palampur-Urena	44	27	411	24	17	600	33	32,878	26,200	...	6,678	...	
South Indian	106	1,042	1,84,095	172	1,018	1,45,000	142	71,01,643	65,00,000	...	5,93,643	...	
Mayavaram-Matopet	92	34	4,115	82	34	4,300	80	2,08,274	1,84,000	...	14,274	...	
Southern Mahratta (inclg. G.-M.-Iron. sec.)	113	1,165	1,19,006	103	1,165	98,000	84	55,77,497	41,89,000	...	13,88,497	...	
Mysore section (Southern Mahratta)	123	206	40,257	136	206	18,100	61	15,30,052	9,00,000	...	6,30,052	...	
Bengal and North-Western system	147	827	1,36,104	105	928	1,25,000	135	46,60,710	48,30,000	1,69,290	...	...	
Lucknow-Bareilly	81	204	22,477	110	231	19,200	83	6,34,531	7,71,000	1,36,469	...	...	
Assam-Bangal	73	296	24,129	84	398	34,100	78	7,00,720	10,00,000	2,99,280	...	...	
Burma.	186	937	2,35,179	247	934	1,73,000	145	60,07,328	61,99,000	1,91,672	...	...	
TOTAL	243	10,132	28,85,301	284	10,695	25,84,000	243	9,62,39,130	9,74,70,300	12,31,170	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	8,36,081	799	2,886	6,53,000	236	2,63,79,775	2,80,12,000	27,32,225	...	...	
Quila and Rohilkhand (inclg. the m.g. link)	195	875	2,12,697	243	1,013	2,07,000	204	66,63,235	76,01,000	9,37,765	...	...	
Eastern Bengal (inclg. metre & 2'6")	362	518	3,98,063	365	824	2,10,000	281	1,19,25,083	1,12,37,000	...	7,88,083	...	
East Coast (b)	106	538	5,19,472	97	720	54,700	73	21,99,284	19,89,000	...	2,10,284	...	
Special gauges—													
Joint	69	28	2,933	105	88	2,000	71	74,359	72,000	...	2,359	...	
Cherra-Compangga	44	—	(c)	...	8	600	75	(d) 4,437	(e) 1,500	...	2,937	...	
TOTAL	235	5,145	14,02,853	272	5,479	11,31,300	205	4,72,45,993	4,94,13,400	21,67,407	...	...	
Lines worked by guaranteed com.													
Standard gauge—													
Great Indian Peninsula system	381	4,491	7,39,801	489	1,491	8,66,000	381	2,09,18,570	2,60,29,000	51,10,430	...	...	
Bombay, Baroda and Central India	886	461	2,79,403	606	461	3,09,000	670	1,00,63,290	1,25,00,000	24,36,710	...	...	
Madras	261	840	2,40,414	280	840	1,65,000	196	89,17,236	91,87,000	2,69,764	...	...	
TOTAL	379	5,792	12,49,618	447	2,792	13,40,000	460	4,07,99,096	4,87,16,000	79,17,904	...	...	
IDEAL (GUARANTEED AND STATE) ASSOCIATED COMPANIES.	202	18,059	55,37,074	206	19,586	50,00,700	207	18,40,33,119	19,36,05,700	95,72,581	...	...	
Standard gauge—													
Delhi-Umhalia-Kalka	202	162	27,659	171	162	26,100	161	12,70,539	11,28,000	...	1,42,539	...	
Tarakesur	278	22	5,990	272	22	5,600	255	2,31,169	2,10,000	...	21,169	...	
South Punjab (Delhi-Sarnana)	42	400	22,423	50	400	22,000	57	1,10,659	1,14,500	10,18,941	...	...	
Tapti Valley	...	...	...	...	...	...	19	...	(f) 73,200	...	...	...	
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-gan	...	...	...	...	...	...	37	...	(h) 11,300	...	...	...	
Rohilkhand and Kumaon (Lu.-sec.)	121	66	4,784	72	66	4,000	70	3,29,632	3,72,000	42,368	...	...	
Bengal Doon	149	36	3,129	59	36	1,800	44	2,34,830	2,19,000	...	15,830	...	
Dibru-Sauya	198	28	18,768	241	28	14,400	185	6,10,585	6,10,000	...	585	...	
Ahmedabad-Parantij	45	55	2,930	55	55	3,200	58	(i) 72,004	1,21,000	48,996	...	...	
Special gauge—													
Darjeling-Himalayan	274	51	10,563	207	31	6,000	118	5,99,112	6,00,000	888	...	...	
Bari	125	21	3,083	125	21	3,200	152	1,00,411	81,000	...	19,411	...	
TOTAL	147	891	94,930	171	960	89,100	93	35,74,450	49,21,500	13,47,050	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna	26	74	2,323	34	74	4,700	64	74,131	1,05,000	30,869	...	...	
Bhopal-Ujjain	61	114	8,758	77	114	9,800	80	2,61,967	3,10,000	48,033	...	...	
Nagda-Ujjain	60	35	1,330	38	34	1,400	41	78,714	95,200	16,486	...	...	
The Nizam's guaranteed state	211	334	73,947	218	334	70,300	228	37,60,341	30,02,000	...	7,58,341	...	
The Cankwar's Pated	84	43	500	18	13	800	63	52,007	41,200	...	10,807	...	
Majura-Bhatnoda	122	100	17,478	162	100	9,000	83	5,29,317	4,98,000	...	31,317	...	
Kolar Gold-fields	402	10	4,437	444	10	3,400	340	1,01,200	1,50,000	...	48,800	...	
Metre gauge—													
Yessantpur-Mysore Frontier section (inclg. M.-Nanjangad)	24	66	5,567	90	66	3,200	48	2,41,495	1,62,000	...	89,495	...	
The Cankwar's Bhatnoda	71	93	6,626	71	93	5,300	59	2,68,330	2,47,000	...	21,330	...	
Kolhapur	57	29	1,101	38	29	1,300	45	69,403	58,900	...	10,503	...	
Special gauge—													
The Cankwar's Dabhoi	51	79	3,109	39	79	3,200	41	1,64,147	1,54,000	...	10,147	...	
Kajipia	13	19	84	4	19	100	5	5,789	8,400	2,611	...	...	
Cooch Behar	54	22	1,700	25	25	1,100	44	44,035	40,500	...	3,535	...	
TOTAL	120	996	1,20,500	132	996	1,19,800	140	47,15,169	42,05,300	5,09,869	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bharungar-Gondal-Jamned-Porbandar	97	334	34,947	105	334	28,200	85	23,12,663	13,13,000	...	10,000	...	
Jamshedpur-Rajkot	80	46	3,000	83	46	3,700	80	1,57,371	1,35,000	...	22,371	...	
Jamnagar	38	54	1,647	30	54	2,000	37	(j) 100,143	83,300	...	16,843	...	
Dhrangadra	...	...	...	...	...	...	48	...	(k) 24,100	...	...	...	
Jodhpur-Bikaner	62	364	24,900	68	405	37,300	92	9,07,402	10,84,000	1,76,598	...	...	
Godwara-Bharat	38	60	1,230	30	60	2,000	43	94,535	1,12,000	17,465	...	...	
Special gauge—													
Mora	83	94	6,668	70	94	7,000	74	3,40,640	3,10,000	...	30,640	...	
TOTAL	75	952	73,625	77	1,014	82,000	81	28,04,115	30,04,400	1,99,285	...	...	
GRAND TOTAL	243	20,930	58,50,259	279	21,938	53,51,000	244	10,54,74,293	10,60,00,000	1,05,25,707	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipudi rly.  
(b) Includes Baroda-Madras rly.  
(c) Closed for traffic.  
(d) From 1st April to 15th June, 1897.  
(e) From 1st to 30th April, 1898, and from 1st to 7th January, 1899.  
(f) From 10th November, 1897, to 31st January, 1898.

(g) From 1st December, 1898, to 7th January, 1899.  
(h) From 15th October, 1897, to 7th January, 1899.  
(i) From 1st May, 1897, to 31st January, 1898.  
(j) From 8th April, 1897, to 31st January, 1898.  
(k) From 1st June, 1898, to 7th January, 1899.

W. J. McELHINNY, Capt., R.E.

Off. Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river, 1st January to 30th November 1898, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal	3,040	2,563	1,772	...	...	...	...	...	...	3,040	2,563	1,772
N.-W. P. & Oudh	58,903	51,981	9,070	101,810	8,987	15,205	...	...	...	160,803	20,968	24,973
Punjab	3,103	947	641	88,582	620	3,133	25,886	6,747	3,403	50,972	8,392	9,170
Cent. Provs.	780	299	706	8,182	3,074	15,501	...	...	...	8,904	3,373	10,267
Bombay	...	...	...	84,585	23,035	51,297	...	...	...	84,585	23,035	51,297
Sind	...	...	...	...	...	...	12,611	1,079	4,897	12,611	1,079	4,897
Madras	...	...	...	30	...	4,308	...	...	...	30	...	4,308
Berar	339	1,806	10,873	57,687	18,587	130,832	...	...	...	58,026	20,333	141,708
Assam	1,130	1,331	...	...	...	...	...	...	...	1,130	1,331	...
Raj. & C. I.	540	1,708	...	6,770	81	8,585	...	...	...	2,328	1,789	2,580
Nizam's Terr.	...	...	...	979	...	1,899	...	...	...	979	...	1,899
Mysore	...	...	...	45	...	...	...	...	...	45	...	...
<b>TOTAL</b>	<b>67,947</b>	<b>32,437</b>	<b>23,062</b>	<b>268,650</b>	<b>53,403</b>	<b>224,820</b>	<b>37,807</b>	<b>7,826</b>	<b>10,308</b>	<b>374,503</b>	<b>92,665</b>	<b>108,184</b>
<i>By Sea—</i>												
Bengal	334	727	349	...	...	...	...	...	...	334	727	349
Bombay	7,561	13,039	366	807	261	596	...	...	...	8,368	13,900	969
Sind	...	...	...	6,958	1,783	...	...	...	...	6,958	1,783	...
Madras	...	357	4,591	163	90	988	...	...	...	703	447	3,499
Burma	550	689	3,793	...	...	...	...	...	...	550	689	3,793
Non-Br. Ports in India	...	...	...	13,616	20,166	36,740	...	...	...	13,616	20,166	36,740
Foreign countries	...	897	4	1,458	3,000	341	...	...	...	1,458	3,897	343
<b>TOTAL</b>	<b>8,445</b>	<b>16,309</b>	<b>9,103</b>	<b>23,009</b>	<b>24,300</b>	<b>38,585</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>31,447</b>	<b>40,509</b>	<b>47,688</b>
<b>TOTAL OF IMPORTS</b>	<b>76,392</b>	<b>48,746</b>	<b>32,165</b>	<b>291,659</b>	<b>77,703</b>	<b>263,405</b>	<b>37,807</b>	<b>7,826</b>	<b>10,302</b>	<b>405,950</b>	<b>133,174</b>	<b>155,872</b>

**Imports from January to November.**

<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal	66,885	103,032	48,465	...	12	...	...	...	...	66,885	103,044	48,465
N.-W. P. & Oudh	206,016	207,896	149,301	374,080	251,437	219,607	...	...	...	680,106	554,488	368,800
Punjab	47,200	63,413	43,481	103,690	52,435	76,394	300,761	304,035	335,779	471,077	429,883	455,634
Cent. Provs.	7,576	12,576	19,515	109,436	184,842	344,035	...	...	...	244,034	202,389	304,150
Bombay	38	3	...	2,397,743	1,734,790	2,806,951	...	...	...	2,397,761	1,734,805	2,806,951
Sind	...	...	...	...	...	...	200,098	186,567	138,584	200,098	186,587	138,584
Madras	...	...	...	81,871	19,657	41,376	...	...	...	81,871	19,657	41,376
Berar	56,068	51,106	103,617	254,558	767,940	1,291,887	...	...	...	1,011,526	819,046	1,305,484
Assam	16,381	18,364	13,769	...	...	...	...	...	...	16,381	18,364	13,769
Raj. & C. I.	12,706	38,296	32,131	599,028	807,869	571,144	...	...	...	612,734	846,165	603,273
Nizam's Terr.	...	...	...	35,361	28,080	46,896	...	...	...	35,361	28,080	46,896
Mysore	...	...	...	4,040	234	...	...	...	...	4,040	234	...
<b>TOTAL</b>	<b>514,796</b>	<b>595,848</b>	<b>410,440</b>	<b>4,746,936</b>	<b>3,881,770</b>	<b>4,878,870</b>	<b>329,860</b>	<b>490,622</b>	<b>474,363</b>	<b>5,791,402</b>	<b>4,068,240</b>	<b>5,763,393</b>
<i>By Sea—</i>												
Bengal	13,639	20,592	13,124	...	2,165	...	...	...	...	23,639	22,757	13,124
Bombay	122,473	84,169	83,473	39,033	30,200	17,574	...	...	976	182,406	121,360	103,031
Sind	...	...	...	201,700	144,436	56,610	...	...	...	201,700	144,436	56,610
Madras	20,707	1,798	40,340	7,213	6,028	9,982	...	...	...	27,120	8,220	33,387
Burma	10,920	7,309	32,071	2,559	561	200	...	...	...	13,470	7,870	33,387
Non-Br. Ports in India	...	...	...	1,141,434	608,043	761,041	...	...	...	1,141,435	608,043	761,041
Foreign countries	5,169	3,022	3,170	71,599	36,784	40,723	...	...	...	76,704	36,086	43,943
<b>TOTAL</b>	<b>178,904</b>	<b>116,800</b>	<b>176,177</b>	<b>1,484,453</b>	<b>808,087</b>	<b>887,080</b>	<b>1</b>	<b>...</b>	<b>976</b>	<b>1,657,113</b>	<b>924,887</b>	<b>1,064,233</b>
<b>TOTAL OF IMPORTS</b>	<b>687,700</b>	<b>712,648</b>	<b>586,617</b>	<b>6,231,389</b>	<b>4,689,857</b>	<b>5,765,950</b>	<b>329,861</b>	<b>490,622</b>	<b>475,339</b>	<b>7,448,515</b>	<b>5,093,127</b>	<b>6,827,626</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of November 1898, and from corresponding periods of the years 1896 and 1897.

Articles speci-	Calcutta.			City of Bombay.			Karachi.			Total.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>WHEAT</b>												
By Rail and River—												
Bengal	34,740	8,258	46,195	...	...	...	...	...	...	34,740	8,258	46,195
N.W. P. & Oudh	2,434	161,127	209,046	18	8,705	94,961	...	...	...	2,434	169,832	209,065
Punjab	669	12,969	...	...	6,442	54,318	...	...	...	34,159	320,297	661,749
Cent. Provs.	11,179	...	257	2,436	4,760	31,604	35,479	301,061	602,430	...	...	...
Bombay	...	...	...	6,443	15,815	17,013	...	...	...	12,611	4,760	31,361
Sind	...	...	...	...	...	...	...	...	...	6,443	15,815	17,013
Madras	...	...	...	...	...	...	86,270	100,827	1,23,350	26,770	100,827	102,350
Berar	...	...	...	43	...	...	...	...	...	...	43	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	7,368	8,672	15,031	...	...	...	7,368	8,672	15,031
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>56,038</b>	<b>182,374</b>	<b>296,095</b>	<b>15,368</b>	<b>44,194</b>	<b>217,327</b>	<b>60,340</b>	<b>401,888</b>	<b>764,780</b>	<b>131,586</b>	<b>628,450</b>	<b>1,238,202</b>
By Sea—												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	17,375	...	...	185	18	9,328	...	...	...	17,700	18	9,328
Sind	...	...	...	113,857	161,901	108,751	23	...	...	113,880	161,901	108,751
Madras	54	...	...	...	...	...	...	...	...	54	...	...
Berar	46	...	...	...	...	...	...	...	...	46	...	...
Non-Br. Ports in India	...	...	...	69	261	9,878	...	...	...	69	261	9,878
Foreign countries	...	...	...	14,182	...	...	2,232	...	...	16,404	...	...
<b>Total</b>	<b>17,075</b>	<b>...</b>	<b>...</b>	<b>128,233</b>	<b>168,180</b>	<b>127,957</b>	<b>2,245</b>	<b>...</b>	<b>...</b>	<b>148,153</b>	<b>168,180</b>	<b>127,057</b>
<b>TOTAL OF IMPORTS</b>	<b>73,713</b>	<b>182,374</b>	<b>296,095</b>	<b>143,541</b>	<b>206,374</b>	<b>345,284</b>	<b>62,585</b>	<b>401,888</b>	<b>764,780</b>	<b>279,739</b>	<b>796,630</b>	<b>1,365,259</b>

## Imports from January to November.

<b>WHEAT</b>												
By Rail and River—												
Bengal	411,444	131,353	630,868	...	222	...	...	...	...	411,444	131,353	630,868
N.W. P. & Oudh	837,802	1,198,274	4,370,145	8,735	81,885	2,363,692	...	...	199,065	846,337	1,280,297	6,872,839
Punjab	113,075	82,587	124,074	15,737	36,070	1,642,131	1,408,730	1,352,440	7,621,903	1,538,142	1,671,097	8,798,208
Cent. Provs.	125,948	26,854	2,950	657,375	28,081	1,440,135	...	...	...	766,321	54,915	1,454,105
Bombay	...	...	...	1,216,224	207,360	6,309,300	...	...	...	1,216,224	207,360	1,309,300
Sind	...	...	...	...	...	...	882,802	790,167	1,740,490	882,802	790,167	1,740,490
Madras	...	...	...	...	...	27	...	...	...	...	...	27
Berar	5,700	...	...	24,509	152	7,278	...	...	...	40,307	152	7,278
Assam	78	284	840	...	...	...	...	...	...	78	284	840
Raj. & C. I.	...	278	70	583,545	62,263	445,771	...	...	23	583,545	62,263	445,804
Nizam's Terr.	...	...	...	1,393	27	1,345	...	...	...	1,393	27	1,345
Mysore	...	...	...	5,747	...	...	...	...	...	5,747	...	...
<b>Total</b>	<b>1,407,545</b>	<b>1,439,645</b>	<b>5,120,541</b>	<b>2,303,375</b>	<b>477,080</b>	<b>6,618,690</b>	<b>2,291,539</b>	<b>2,348,607</b>	<b>9,510,481</b>	<b>6,208,452</b>	<b>4,190,292</b>	<b>21,258,651</b>
By Sea—												
Bengal	804	75	...	4,659	9	15	822	...	...	6,285	84	15
Bombay	19,375	...	...	415,542	3,973	67,954	1,276	50	96	436,393	5,013	58,050
Sind	...	...	...	886,793	1,158,305	218,006	47	61	...	886,770	1,158,306	718,006
Madras	1,963	...	1,000	...	86	78	...	...	...	1,561	86	1,147
Berar	46	...	5	139,717	...	...	23	...	...	139,785	...	...
Non-Br. Ports in India	...	...	...	38,711	14,343	301,402	21,255	...	890	59,969	14,343	302,294
Foreign countries	...	22,234	...	55,201	34,882	28	21,723	1,216	...	70,916	138,352	30
<b>Total</b>	<b>21,090</b>	<b>22,309</b>	<b>1,074</b>	<b>1,500,533</b>	<b>1,233,398</b>	<b>1,087,487</b>	<b>43,148</b>	<b>1,337</b>	<b>986</b>	<b>1,607,691</b>	<b>1,317,264</b>	<b>1,080,547</b>
<b>TOTAL OF IMPORTS</b>	<b>1,510,535</b>	<b>1,531,054</b>	<b>5,130,615</b>	<b>4,043,928</b>	<b>1,650,658</b>	<b>7,706,176</b>	<b>2,335,680</b>	<b>2,349,944</b>	<b>9,511,467</b>	<b>7,800,143</b>	<b>5,507,556</b>	<b>22,339,198</b>



*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 30th November 1898, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	105,580	122,346	328,364	...	...	...	...	...	...	105,580	122,346	328,364
N.-W. P. & Oudh	14,043	34,323	131,422	1,501	4,173	6,209	...	...	...	10,449	38,501	137,631
Punjab	...	...	...	...	...	233	544	9	3,678	544	9	3,678
Cent. Provs.	793	...	6,540	5,787	17,783	34,029	...	...	...	6,480	17,783	34,029
Bombay	...	...	...	20,566	38,312	63,998	...	...	...	20,566	38,312	63,998
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	2,991	...	...	...	...	...	2,991
Berar	...	...	...	3,803	9,249	19,848	...	...	...	3,803	9,249	19,848
Assam	1,306	...	67	...	...	...	...	...	...	1,306	...	67
Raj. & C. I.	...	...	...	3,078	6,443	33,588	...	...	...	3,078	6,443	33,588
Nizam's Terr.	...	...	...	4,980	6,682	15,908	...	...	...	4,980	6,682	15,908
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>122,539</b>	<b>156,669</b>	<b>476,393</b>	<b>42,509</b>	<b>82,552</b>	<b>244,774</b>	<b>544</b>	<b>9</b>	<b>3,678</b>	<b>171,592</b>	<b>239,330</b>	<b>648,425</b>
<i>By Sea—</i>												
Bengal	337	...	391	...	...	...	...	...	...	337	...	391
Bombay	...	...	...	219	...	633	9	...	...	219	...	633
Sind	...	...	...	8,091	989	...	...	...	...	8,091	989	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	47	104	...	...	...	...	47	104
Foreign countries	...	...	...	938	2,707	2,104	...	...	...	938	2,707	2,104
<b>Total</b>	<b>337</b>	<b>...</b>	<b>391</b>	<b>3,239</b>	<b>4,723</b>	<b>2,506</b>	<b>9</b>	<b>...</b>	<b>...</b>	<b>3,585</b>	<b>4,723</b>	<b>3,908</b>
<b>Total of Imports</b>	<b>122,876</b>	<b>156,669</b>	<b>476,784</b>	<b>45,748</b>	<b>87,275</b>	<b>247,280</b>	<b>553</b>	<b>9</b>	<b>3,678</b>	<b>175,177</b>	<b>244,053</b>	<b>652,333</b>
<b>Imports from January to November.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	2,277,965	1,887,126	3,804,328	...	...	21	...	...	...	2,277,965	1,887,126	3,804,328
N.-W. P. & Oudh	651,595	672,807	1,519,705	25,733	46,876	824,224	1,230	...	...	578,857	723,583	1,743,700
Punjab	469	...	...	25	...	748	14,256	2,533	1,773	14,256	2,533	9,247
Cent. Provs.	87,408	1,439	43,402	356,445	122,751	647,937	...	...	...	443,853	122,751	691,538
Bombay	194	...	...	1,496,342	131,873	686,216	...	...	...	1,496,536	131,873	686,216
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	101,150	103	36,639	...	...	...	101,150	103	36,639
Berar	68,735	4,729	...	713,490	57,019	325,748	...	...	...	777,254	61,248	338,741
Assam	33,942	...	66,669	...	...	...	...	...	...	33,942	...	66,669
Raj. & C. I.	...	7	20,447	125,005	101,590	377,740	...	...	...	125,005	101,590	377,740
Nizam's Terr.	...	...	...	562,303	44,302	197,453	...	...	...	562,303	44,302	197,453
Mysore	...	...	...	164	157	...	...	...	...	164	157	...
<b>Total</b>	<b>3,013,328</b>	<b>2,606,929</b>	<b>5,434,611</b>	<b>3,452,564</b>	<b>502,080</b>	<b>2,446,133</b>	<b>15,700</b>	<b>2,583</b>	<b>10,807</b>	<b>6,463,592</b>	<b>3,111,592</b>	<b>7,911,043</b>
<i>By Sea—</i>												
Bengal	3,298	...	1,835	175	...	...	...	...	...	1,573	...	1,835
Bombay	...	...	...	5,333	1,643	1,337	79	...	...	1,412	1,683	1,337
Sind	...	...	...	6,759	2,056	9,343	...	40	...	9,752	2,056	9,343
Madras	208	...	...	...	...	...	...	...	...	208	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	19,643	8,203	2,108	...	...	...	19,643	8,203	2,108
Foreign countries	4	...	...	4,238	12,875	5,285	...	...	...	4,242	12,875	5,285
<b>Total</b>	<b>3,610</b>	<b>...</b>	<b>1,835</b>	<b>55,141</b>	<b>21,887</b>	<b>11,073</b>	<b>79</b>	<b>40</b>	<b>13</b>	<b>36,830</b>	<b>21,887</b>	<b>13,948</b>
<b>Total of Imports</b>	<b>3,016,938</b>	<b>2,606,929</b>	<b>5,436,446</b>	<b>3,507,705</b>	<b>523,967</b>	<b>2,457,206</b>	<b>15,779</b>	<b>2,623</b>	<b>10,820</b>	<b>6,500,422</b>	<b>3,133,479</b>	<b>7,925,001</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of November 1898, and from corresponding periods of the years 1896 and 1897—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in November.</b>												
<b>INDIGO</b>												
By Rail and River—												
Bengal	9,830	8,000	1,942	...	...	...	...	...	...	9,830	8,000	1,942
N.W. P. & Oudh	20,197	13,234	6,643	...	...	...	...	...	...	20,197	13,234	6,643
Punjab	...	...	...	...	...	...	...	...	...	...	...	...
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
K. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>29,465</b>	<b>15,312</b>	<b>8,584</b>	<b>981</b>	<b>1,145</b>	<b>933</b>	<b>713</b>	<b>569</b>	<b>780</b>	<b>31,159</b>	<b>17,026</b>	<b>10,897</b>
By Sea—												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
K. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>310</b>	<b>1</b>	<b>3</b>	<b>737</b>	<b>990</b>	<b>314</b>	<b>...</b>	<b>...</b>	<b>101</b>	<b>867</b>	<b>991</b>	<b>616</b>
<b>TOTAL OF IMPORTS</b>	<b>29,875</b>	<b>15,313</b>	<b>8,586</b>	<b>1,718</b>	<b>2,135</b>	<b>1,247</b>	<b>713</b>	<b>569</b>	<b>881</b>	<b>32,026</b>	<b>18,017</b>	<b>11,513</b>

## Imports from January to November.

<b>INDIGO</b>												
By Rail and River—												
Bengal	22,700	18,540	11,806	...	...	...	...	...	...	22,700	18,540	11,806
N.W. P. & Oudh	48,615	39,510	10,492	...	...	...	...	...	...	48,615	39,510	10,492
Punjab	...	...	...	...	...	...	...	...	...	...	...	...
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
K. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>66,436</b>	<b>36,405</b>	<b>24,358</b>	<b>5,600</b>	<b>3,180</b>	<b>4,380</b>	<b>15,245</b>	<b>7,535</b>	<b>7,906</b>	<b>87,281</b>	<b>47,106</b>	<b>30,725</b>
By Sea—												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
K. & C. I.	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>126</b>	<b>6</b>	<b>20</b>	<b>2,748</b>	<b>4,580</b>	<b>4,555</b>	<b>45</b>	<b>179</b>	<b>122</b>	<b>2,919</b>	<b>4,763</b>	<b>4,716</b>
<b>TOTAL OF IMPORTS</b>	<b>66,562</b>	<b>36,411</b>	<b>24,378</b>	<b>8,348</b>	<b>7,760</b>	<b>8,935</b>	<b>15,290</b>	<b>7,714</b>	<b>8,028</b>	<b>90,200</b>	<b>51,869</b>	<b>35,441</b>

J. A. ROBERTSON,  
Off. Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
(In thousands of Rupees)

	IN THE NINE MONTHS, APRIL TO DECEMBER, OF									
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores	1,73	2,02	2,39	2,41	2,51	2,33	2,44	2,81	2,88	2,47
Liquors:										
Spirit	35,91	39,75	38,09	39,83	37,92	40,08	43,07	43,37	44,39	46,39
Other liquors	4,82	4,98	5,07	4,86	4,88	4,48	5,08	4,75	4,43	4,06
Apparel, including haberdashery and millinery	—	—	—	—	—	6,27	5,50	5,56	4,22	4,85
Chemical products and preparations	—	—	—	—	—	1,93	1,94	1,63	2,01	1,96
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	6	10,09	—	—	—
Piece goods, grey	—	—	—	—	—	50	41,63	39,05	32,02	33,56
" white	—	—	—	—	—	11	15,94	15,36	12,68	12,33
" coloured	—	—	—	—	—	11	17,75	16,07	9,91	13,98
Other goods	—	—	—	—	—	13	2,33	1,72	1,29	1,31
Drugs, medicines, and narcotics	—	—	—	—	—	2,48	2,47	2,56	2,85	2,70
Dyeing and tanning materials	—	—	—	—	—	2,21	2,99	2,77	3,14	3,05
Glass and glassware	—	—	—	—	—	2,33	2,64	2,87	2,07	2,28
Hardware and cutlery	—	—	—	—	—	5,13	5,25	5,71	3,37	5,30
Metals:										
Copper	—	—	—	—	—	2,62	5,96	3,95	4,71	3,95
Iron and steel	—	—	—	—	—	1,85	2,87	2,92	2,98	2,49
Silver	—	—	—	—	—	25,38	23,83	22,85	30,51	24,84
Tin	—	—	—	—	—	1,16	1,07	1,00	83	69
Other metals	—	—	—	—	—	3,39	1,73	1,63	2,11	2,02
Oils: Petroleum	11,75	11,18	12,64	12,38	16,14	19,70	31,79	31,38	36,56	33,03
Paints and colours	—	—	—	—	—	1,11	1,30	1,31	1,21	1,32
Paper	—	—	—	—	—	1,38	1,83	1,81	1,39	1,66
Provisions	—	—	—	—	—	4,08	7,43	6,61	7,42	6,26
Silk, raw and manufactured	—	—	—	—	—	9,28	10,88	9,42	7,38	7,76
Spices	—	—	—	—	—	2,86	2,49	2,56	3,17	3,33
Stationery	—	—	—	—	—	1,10	1,09	1,17	91	92
Sugar	—	—	—	—	—	8,72	11,35	11,38	14,83	15,30
Tea	—	—	—	—	—	2,70	1,08	2,16	85	70
Umbrellas	—	—	—	—	—	1,23	1,22	1,12	1,13	80
Wood and timber	—	—	—	—	—	79	1,12	94	87	60
Woollen goods	—	—	—	—	—	6,72	6,08	7,28	4,35	6,01
Imports by post	1	1	1	1	1	1,08	1,15	1,10	1,11	1,20
All other articles	2	3	3	2	18	17,36	17,97	17,72	18,10	17,63
<b>Total</b>	<b>54,24</b>	<b>57,97</b>	<b>58,23</b>	<b>59,45</b>	<b>61,64</b>	<b>1,80,92</b>	<b>2,97,87</b>	<b>2,72,54</b>	<b>2,67,68</b>	<b>2,63,50</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour	41,10	54,53	46,75	39,27	40,44	55,28	53,39	44,06	35,33	69,68
<b>TOTAL GROSS REVENUE</b>	<b>95,34</b>	<b>1,12,50</b>	<b>1,04,98</b>	<b>98,72</b>	<b>1,02,08</b>	<b>2,36,20</b>	<b>3,51,26</b>	<b>3,14,60</b>	<b>3,03,01</b>	<b>3,26,18</b>
<b>TOTAL NET REVENUE</b>	<b>92,90</b>	<b>1,09,52</b>	<b>1,01,70</b>	<b>96,01</b>	<b>99,08</b>	<b>2,30,60</b>	<b>3,43,09</b>	<b>3,05,83</b>	<b>2,96,88</b>	<b>3,19,96</b>
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal	17,67	18,94	19,89	21,37	21,67	30,54	1,13,87	1,01,72	94,43	98,49
Import	8,39	11,75	12,39	11,00	10,12	11,10	13,76	8,45	6,08	12,73
Bombay	14,03	16,00	15,68	16,31	18,80	86,57	1,11,22	1,07,15	1,05,96	1,00,74
Import	1,34	1,22	93	1,51	1,30	2,46	1,97	1,93	2,05	2,63
Sind	4,60	5,41	5,07	4,67	4,92	9,70	16,53	17,22	16,93	15,80
Import	45	59	52	57	40	53	48	38	53	1,10
Madras	8,18	9,22	8,53	8,00	8,06	16,82	26,75	20,27	24,27	20,71
Import	3,09	3,38	2,73	3,19	3,65	5,18	3,48	6,23	7,95	3,80
Burma	8,16	6,93	7,28	7,43	6,30	12,80	22,47	18,67	20,87	23,21
Import	24,99	36,08	28,68	21,96	23,86	34,80	30,56	23,81	17,79	40,02



GOVERNMENT OF INDIA.  
FOREIGN DEPARTMENT.

STATISTICS OF THE TRADE OF INDIA WITH RUSSIAN AND CHINESE TURKISTAN  
AND TIBET, FOR THE YEAR ENDED 31st MARCH 1898.

No. 461, dated Leh, the 17th September 1898.

From—CAPTAIN G. CHENEVIX TRENCH, Assistant to the Resident in Kashmir  
for Leh, Ladakh,

To—The Resident in Kashmir.

I have the honour to forward herewith, for favour of transmission to the Government of India, the statistics of the trade of India with Chinese and Russian Turkistan, and Tibet for the year ending 31st March 1898.

\* The total value of trade which passed through Leh during the year under report amounts to Rs 42,02,640-15, against Rs 39,30,142-8-6 in the previous year. A decrease of Rs 17,27,501-9-6.

The subjoined table gives the figures for the past ten years. There has been a rapid decline in the last two years :—

Years.	Import.	Export.	TOTAL.
1888-89 . . .	13,53,845 0 0	12,12,030 0 0	25,65,875 0 0
1889-90 . . .	16,00,580 0 0	15,13,626 0 0	31,14,206 0 0
1890-91 . . .	15,25,483 0 0	14,40,906 0 0	29,66,389 0 0
1891-92 . . .	15,65,278 0 0	14,47,840 0 0	30,13,118 0 0
1892-93 . . .	17,95,141 0 0	15,91,544 0 0	33,86,685 0 0
1893-94 . . .	21,54,252 0 0	18,37,375 0 0	39,91,627 0 0
1894-95 . . .	31,65,218 4 0	28,50,102 12 0	60,15,321 0 0
1895-96 . . .	33,10,751 10 0	28,95,426 2 0	62,16,177 12 0
1896-97 . . .	31,00,098 0 0	28,30,044 8 0	59,30,142 8 0
1897-98 . . .	22,39,262 1 6	19,63,378 13 6	42,02,640 15 0
TOTAL . . .	2,18,19,908 15 6	1,95,82,273 3 6	4,14,02,182 3 0
AVERAGE . . .	21,81,990 1 6	19,58,227 1 1	41,40,218 3 6

The schedule below gives the value and direction of the trade for the past two years between India, Chinese Turkistan, and Tibet :—

Year.	India.	Chinese Turkistan.	Tibet.	TOTAL.
Import from { 1896-97 . . .	17,69,143 10 0	11,72,697 6 0	1,58,257 0 0	31,00,098 0 0
{ 1897-98 . . .	14,44,008 12 0	6,47,947 5 6	1,47,306 0 0	22,39,262 1 6
Export to { 1896-97 . . .	12,84,362 12 6	14,35,667 2 0	1,10,014 10 0	28,30,044 8 6
{ 1897-98 . . .	7,66,618 13 6	11,10,723 0 0	86,037 0 0	19,63,378 13 6

*Exports and Imports.*

During the year under report the total value of the imports amounted to Rs 22,39,262-1-6, as against Rs 31,00,098, and the exports to Rs 19,63,378-13-6 as against Rs 28,30,044-8-6.



*Piece goods.*

The total exports to Turkistan of English goods amounted to Rs. 16,750, and that of Indian Manufactured Cotton Rs. 21,645.

There was a decrease of Rs. 13,437.8 in the value of the trade in European Manufactured Cotton as compared with last year.

*Drugs and Medicines.*

The number of maunds of charas imported was 4,020 maunds 16 seers as against 4,663 maunds 22 seers. Decrease of 643 maunds 6 seers.

The import figures of charas for the last five years in rupees are as follows :—

	R	a.	p.
1893-94 . . . . .	2,18,886	0	0
1894-95 . . . . .	2,49,105	0	0
1895-96 . . . . .	3,66,368	10	0
1896-97 . . . . .	3,03,150	12	0
1897-98 . . . . .	2,21,122	5	6

The decrease in the last two years is most marked.

*Dying material.*

The indigo trade to Yarkand shows a large increase of Rs. 41,480 which is satisfactory when everything else is on the decline.

The figures for the past four years are as follows :—

	R
1894-95 . . . . .	44,280
1895-96 . . . . .	88,275
1896-97 . . . . .	27,160
1897-98 . . . . .	68,640

*Hides and skins.*

The value of the trade in skins shows a decrease of Rs. 9,088 from that of the previous year.

The past four years' figures are quoted below :—

	R
1894-95 . . . . .	64,298
1895-96 . . . . .	70,582
1896-97 . . . . .	61,980
1897-98 . . . . .	52,892

*Leather.*

A satisfactory increase of Rs. 98,665 is shown in the value of manufactured leather this year.

The following are the tables for the last two years :—

	R
1896-97 . . . . .	62,195
1897-98 . . . . .	1,60,860

*Carpets and Namdas.*

The trade under the head of Namdas shows a slight increase, owing to great demand in Kashmir, as compared with last year's report, and a decrease of Rs. 1,020 in carpets. Taking both commodities together there is a small increase in the figures for the present year.

The following are the figures for the past five years :—

	Carpets. R	Namdaz. R
1893-94 . . . . .	3,075	20,505
1894-95 . . . . .	5,070	29,748
1895-96 . . . . .	4,365	27,844
1896-97 . . . . .	9,420	23,550
1897-98 . . . . .	8,400	27,375



*Precious metals.*

The amount of both the articles, gold and silver, imported in the year under report shows a very large decrease :—

	R	a.	p.
On silver . . . . .	3,63,935	0	0
On gold . . . . .	1,00,277	8	0

The figures under the above headings for the past five years are as follows :—

	Gold.			Silver.		
	R	a.	p.	R	a.	p.
1893-94 . . . . .	2,66,686	0	0	2,92,158		
1894-95 . . . . .	3,56,702	0	0	6,78,331		
1895-96 . . . . .	3,25,925	0	0	6,17,524		
1896-97 . . . . .	3,48,339	0	0	5,82,347		
1897-98 . . . . .	2,48,161	8	0	2,18,412		

*Opium.*

Fifteen maunds of opium to the value of about R4,500 was brought up this year by certain Hindu traders to be exported to Turkistan.

*Silk, raw.*

Silk, raw, to the value of R15,570 was imported during the year, as against R34,050 worth imported in the previous year. Decrease of R18,480.

*Spices.*

The trade under this head shows a decrease of R36,530.

The figures for the past five years are as follows :—

	R
1893-94 . . . . .	26,005
1894-95 . . . . .	35,805
1895-96 . . . . .	36,225
1896-97 . . . . .	58,590
1897-98 . . . . .	22,060

*Precious stones.*

Turquoises and Coral.

Dealings under the head of Turquoises show an increase of R4,531 on those of the previous year, while the trade in imported Corals shows a decrease of R29,965, as compared with last year's report.

The figures for the last ten years are attached :—

	R
1888-89 . . . . .	11,232
1889-90 . . . . .	35,170
1890-91 . . . . .	45,332
1891-92 . . . . .	56,286
1892-93 . . . . .	56,288
1893-94 . . . . .	1,47,030
1894-95 . . . . .	2,43,262
1895-96 . . . . .	2,48,045
1896-97 . . . . .	1,86,405
1897-98 . . . . .	1,56,440



*Indian Tea.*

The trade in India tea imported this year shows a decrease of Rs 31,085 from that of the previous year, due to the Russian traders, who are the chief dealers, not coming to Ladakh on account of plague prohibition.

The figures for the last ten years are as subjoined :—

	R
1888-89 . . . . .	9,160
1889-90 . . . . .	51,762
1890-91 . . . . .	32,947
1891-92 . . . . .	37,220
1892-93 . . . . .	39,060
1893-94 . . . . .	45,700
1894-95 . . . . .	57,280
1895-96 . . . . .	72,315
1896-97 . . . . .	73,025
1897-98 . . . . .	43,180

*China Tea.*

This is green leaf tea, imported *via* Bombay or Calcutta. Shows a decrease of Rs 16.

The figures are as follows :—

	R
1888-89 . . . . .	609
1889-90 . . . . .	900
1890-91 . . . . .	1,840
1891-92 . . . . .	1,540
1892-93 . . . . .	4,865
1893-94 . . . . .	8,890
1894-95 . . . . .	7,070
1895-96 . . . . .	9,870
1896-97 . . . . .	9,270
1897-98 . . . . .	8,360

*Lhasa brick tea.*—The trade under this head has slightly decreased as compared with last year.

The figures for the last ten years are as follows :—

	R
1888-89 . . . . .	1,02,600
1889-90 . . . . .	62,580
1890-91 . . . . .	24,640
1891-92 . . . . .	46,980
1892-93 . . . . .	39,285
1893-94 . . . . .	18,447
1894-95 . . . . .	45,448
1895-96 . . . . .	22,320
1896-97 . . . . .	21,881
1897-98 . . . . .	20,100



*Wool.*

Unmanufactured. The trade under this head in the year under report shows a decrease of Rs 18,754 on that of the previous year.

The manufactured woollen goods shows also a decrease of Rs 11,660.

The value of the above goods imported during the year under report was Rs 2,272-8-0 as against Rs 3,438-8-0 in the previous year.

*Miscellaneous.*

The trade under this head shows a decrease of Rs 1,980.

The total amount of the miscellaneous imports is Rs 35,088 against Rs 37,068.

*General Remarks.*

In 1896 when reporting on the trade of 1895, I was able to write most favourably on its rapid increase. Improved roads, increased interest, had materially raised the figures each successive year.

2. In the trade there was profit to our home manufacturers, profit to our Indian manufacturers and the means of a cash revenue to the Kashmir State.

3. This year in reporting on last year's trade, I regret to have to state that on the total value of the trade, and in almost every article of import and export there has been a heavy decrease.

4. From all appearance the Indian Yarkand trade is suffering from a rapid decline.

5. In view then of the future uncertainty of our trade with Chinese Turkistan, and the chance that the "open door" in that quarter may not always be as open as now, it is our duty to look for fresh fields.

6. In my opinion this is to be found in the direction of Tibet. A commercial invasion of that mystic country, with the rich provinces of Szo Chau Kansi and Shensi in China as objective, would I believe be profitable.

7. There are already some hopeful signs. The peasantry of Tibet are gradually losing their suspicious dislike of the trader from India. Between Ladakh and Tibet trade is busy to the few who are allowed to cross the border, and I am being constantly asked whether the wool trade used in carpet manufacture, etc., could not be increased.

8. Surely there is much to advocate a policy which should carry trade to South China, and I hope this trade report will at any rate be the means of drawing attention to Tibet and its possible use as a trade market.











## Ladakh Trade Return for the year ending 31st March 1898—continued.

Articles.	EXPORT TO INDIA.				TOTAL.		EXPORT TO TURKISTAN.		EXPORT TO CHANG THANG.		GRAND TOTAL.		REMARKS.
	Via LADAKH.		Via KASHMIR.		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
	Quantity.	Value.	Quantity.	Value.									
1. Cotton manufactured—	Mds. S. Ch.	R s. p.	Mds. S. Ch.	R s. p.	Mds. S. Ch.	R s. p.	Mds. S. Ch.	R s. p.	Mds. S. Ch.	R s. p.	Mds. S. Ch.	R s. p.	
(a) European	...	...	130 0 0	17,375 0 0	130 0 0	17,375 0 0	3,982 0 0	4,07,750 0 0	11 0 0	1,645 0 0	4,134 0 0	5,16,750 0 0	
(b) India	...	...	5 0 0	375 0 0	5 0 0	375 0 0	245 0 0	15,025 0 0	83 0 0	5,205 0 0	333 0 0	21,645 0 0	
2. Drugs and medicines—													
(a) Chores	...	...	1,019 5 4	1,02,593 3 6	4,050 16 4	2,31,122 5 6	...	...	...	...	4,020 16 4	2,31,122 5 6	
(b) Miscellaneous	...	...	...	...	...	...	5 0 0	70,000 0 0	55 0 0	7,200 0 0	555 0 0	22,240 0 0	
3. Dyeing materials—													
(a) Indigo	...	...	...	...	...	...	516 0 0	61,070 0 0	...	...	516 0 0	61,070 0 0	
(b) Miscellaneous	...	...	...	...	...	...	5 20 0	14,162 8 0	...	...	5 20 0	14,162 8 0	
4. Hides and skins—													
(a) Other skins	...	...	...	...	...	...	13,213 0 0	54,892 0 0	...	...	13,213 0 0	54,892 0 0	
(b) Miscellaneous	955 pieces	...	2,048 0 0	3,600 0 0	3,000 0 0	3,401 0 0	2,611 0 0	2,621 0 0	200 0 0	200 0 0	5,811 0 0	5,821 0 0	
5. Leather—													
(a) Unmanufactured	...	...	...	...	...	...	4,574 0 0	1,58,235 0 0	8 0 0	250 0 0	4,419 0 0	1,58,515 0 0	
(b) Manufactured	...	...	...	...	...	...	83 0 0	83 0 0	...	...	83 0 0	83 0 0	
6. Carpets and Namdas—													
(a) Carpets	16 0 0	240 0 0	179 0 0	2,021 0 0	195 0 0	2,075 0 0	...	...	60 0 0	970 0 0	205 0 0	3,225 0 0	
(b) Namdas	621 0 0	1,552 8 0	9,314 0 0	23,285 0 0	9,015 0 0	24,857 8 0	...	...	90 0 0	225 0 0	10,025 0 0	24,062 8 0	
7. Precious metals—													
(a) Gold	...	...	199 0 0	1,772 0 0	159 0 0	1,272 0 0	...	...	...	...	199 0 0	1,772 0 0	
(b) Gold dust	321 0 0	11,745 0 0	9,325 0 0	2,00,812 8 0	9,317 0 0	2,21,557 8 0	...	...	34 0 0	765 0 0	9,881 0 0	2,22,322 8 0	
(c) Silver coin	10,246 0 0	12,065 0 0	1,70,087 0 0	1,70,087 0 0	1,82,353 0 0	1,82,353 0 0	3,240 0 0	3,340 0 0	15,790 0 0	15,790 0 0	2,01,493 0 0	2,01,492 0 0	
(d) Silver Yambus	6 0 0	750 0 0	62 0 0	7,750 0 0	68 0 0	8,510 0 0	20 0 0	2,500 0 0	77 0 0	9,695 0 0	105 0 0	20,585 0 0	
(e) Miscellaneous	...	...	43 0 0	1,395 0 0	43 0 0	1,395 0 0	28 20 0	822 8 0	3 0 0	105 0 0	69 20 0	2,412 8 0	
8. Opium	...	...	...	...	...	...	15 0 0	4,500 0 0	...	...	15 0 0	4,500 0 0	
9. Saltpetre	...	...	...	...	...	...	...	...	...	...	...	...	
10. (1) Silk, raw	...	...	51 0 0	15,300 0 0	51 0 0	15,300 0 0	...	...	...	...	51 0 0	15,300 0 0	
(2) Manufactured	...	...	235 0 0	940 0 0	235 0 0	940 0 0	...	...	...	...	235 0 0	940 0 0	
(3) Brocade of Benares	...	...	...	...	...	...	1,044 0 0	20,850 0 0	70 0 0	1,400 0 0	1,114 0 0	20,850 0 0	



G. C. TRENCH, Captain,  
Assistant to the Resident in Kashmir for Leh.

11. Spices	12. Precious stones—	13. Sugar—	14. Tea—	15. Wool—	16. Miscellaneous—	17. Manufactured—	18. Sugar—	19. Turquoises and precious stones—	20. Coral—	21. Atlas Satins	22. Broad, European	23. Miscellaneous	24. Spices	25. Precious stones—	26. Tea—	27. Wool—	28. Manufactured—	29. Sugar—	30. Turquoises and precious stones—	31. Coral—	32. Atlas Satins	33. Broad, European	34. Miscellaneous	35. Spices	36. Precious stones—	37. Sugar—	38. Tea—	39. Wool—	40. Manufactured—	41. Sugar—	42. Turquoises and precious stones—	43. Coral—	44. Atlas Satins	45. Broad, European	46. Miscellaneous	47. Spices	48. Precious stones—	49. Sugar—	50. Turquoises and precious stones—	51. Coral—	52. Atlas Satins	53. Broad, European	54. Miscellaneous	55. Spices	56. Precious stones—	57. Sugar—	58. Tea—	59. Wool—	60. Manufactured—	61. Sugar—	62. Turquoises and precious stones—	63. Coral—	64. Atlas Satins	65. Broad, European	66. Miscellaneous	67. Spices	68. Precious stones—	69. Sugar—	70. Turquoises and precious stones—	71. Coral—	72. Atlas Satins	73. Broad, European	74. Miscellaneous	75. Spices	76. Precious stones—	77. Sugar—	78. Tea—	79. Wool—	80. Manufactured—	81. Sugar—	82. Turquoises and precious stones—	83. Coral—	84. Atlas Satins	85. Broad, European	86. Miscellaneous	87. Spices	88. Precious stones—	89. Sugar—	90. Turquoises and precious stones—	91. Coral—	92. Atlas Satins	93. Broad, European	94. Miscellaneous	95. Spices	96. Precious stones—	97. Sugar—	98. Tea—	99. Wool—	100. Manufactured—	101. Sugar—	102. Turquoises and precious stones—	103. Coral—	104. Atlas Satins	105. Broad, European	106. Miscellaneous	107. Spices	108. Precious stones—	109. Sugar—	110. Turquoises and precious stones—	111. Coral—	112. Atlas Satins	113. Broad, European	114. Miscellaneous	115. Spices	116. Precious stones—	117. Sugar—	118. Tea—	119. Wool—	120. Manufactured—	121. Sugar—	122. Turquoises and precious stones—	123. Coral—	124. Atlas Satins	125. Broad, European	126. Miscellaneous	127. Spices	128. Precious stones—	129. Sugar—	130. Turquoises and precious stones—	131. Coral—	132. Atlas Satins	133. Broad, European	134. Miscellaneous	135. Spices	136. Precious stones—	137. Sugar—	138. Tea—	139. Wool—	140. Manufactured—	141. Sugar—	142. Turquoises and precious stones—	143. Coral—	144. Atlas Satins	145. Broad, European	146. Miscellaneous	147. Spices	148. Precious stones—	149. Sugar—	150. Turquoises and precious stones—	151. Coral—	152. Atlas Satins	153. Broad, European	154. Miscellaneous	155. Spices	156. Precious stones—	157. Sugar—	158. Tea—	159. Wool—	160. Manufactured—	161. Sugar—	162. Turquoises and precious stones—	163. Coral—	164. Atlas Satins	165. Broad, European	166. Miscellaneous	167. Spices	168. Precious stones—	169. Sugar—	170. Turquoises and precious stones—	171. Coral—	172. Atlas Satins	173. Broad, European	174. Miscellaneous	175. Spices	176. Precious stones—	177. Sugar—	178. Tea—	179. Wool—	180. Manufactured—	181. Sugar—	182. Turquoises and precious stones—	183. Coral—	184. Atlas Satins	185. Broad, European	186. Miscellaneous	187. Spices	188. Precious stones—	189. Sugar—	190. Turquoises and precious stones—	191. Coral—	192. Atlas Satins	193. Broad, European	194. Miscellaneous	195. Spices	196. Precious stones—	197. Sugar—	198. Tea—	199. Wool—	200. Manufactured—	201. Sugar—	202. Turquoises and precious stones—	203. Coral—	204. Atlas Satins	205. Broad, European	206. Miscellaneous	207. Spices	208. Precious stones—	209. Sugar—	210. Turquoises and precious stones—	211. Coral—	212. Atlas Satins	213. Broad, European	214. Miscellaneous	215. Spices	216. Precious stones—	217. Sugar—	218. Tea—	219. Wool—	220. Manufactured—	221. Sugar—	222. Turquoises and precious stones—	223. Coral—	224. Atlas Satins	225. Broad, European	226. Miscellaneous	227. Spices	228. Precious stones—	229. Sugar—	230. Turquoises and precious stones—	231. Coral—	232. Atlas Satins	233. Broad, European	234. Miscellaneous	235. Spices	236. Precious stones—	237. Sugar—	238. Tea—	239. Wool—	240. Manufactured—	241. Sugar—	242. Turquoises and precious stones—	243. Coral—	244. Atlas Satins	245. Broad, European	246. Miscellaneous	247. Spices	248. Precious stones—	249. Sugar—	250. Turquoises and precious stones—	251. Coral—	252. Atlas Satins	253. Broad, European	254. Miscellaneous	255. Spices	256. Precious stones—	257. Sugar—	258. Tea—	259. Wool—	260. Manufactured—	261. Sugar—	262. Turquoises and precious stones—	263. Coral—	264. Atlas Satins	265. Broad, European	266. Miscellaneous	267. Spices	268. Precious stones—	269. Sugar—	270. Turquoises and precious stones—	271. Coral—	272. Atlas Satins	273. Broad, European	274. Miscellaneous	275. Spices	276. Precious stones—	277. Sugar—	278. Tea—	279. Wool—	280. Manufactured—	281. Sugar—	282. Turquoises and precious stones—	283. Coral—	284. Atlas Satins	285. Broad, European	286. Miscellaneous	287. Spices	288. Precious stones—	289. Sugar—	290. Turquoises and precious stones—	291. Coral—	292. Atlas Satins	293. Broad, European	294. Miscellaneous	295. Spices	296. Precious stones—	297. Sugar—	298. Tea—	299. Wool—	300. Manufactured—	301. Sugar—	302. Turquoises and precious stones—	303. Coral—	304. Atlas Satins	305. Broad, European	306. Miscellaneous	307. Spices	308. Precious stones—	309. Sugar—	310. Turquoises and precious stones—	311. Coral—	312. Atlas Satins	313. Broad, European	314. Miscellaneous	315. Spices	316. Precious stones—	317. Sugar—	318. Tea—	319. Wool—	320. Manufactured—	321. Sugar—	322. Turquoises and precious stones—	323. Coral—	324. Atlas Satins	325. Broad, European	326. Miscellaneous	327. Spices	328. Precious stones—	329. Sugar—	330. Turquoises and precious stones—	331. Coral—	332. Atlas Satins	333. Broad, European	334. Miscellaneous	335. Spices	336. Precious stones—	337. Sugar—	338. Tea—	339. Wool—	340. Manufactured—	341. Sugar—	342. Turquoises and precious stones—	343. Coral—	344. Atlas Satins	345. Broad, European	346. Miscellaneous	347. Spices	348. Precious stones—	349. Sugar—	350. Turquoises and precious stones—	351. Coral—	352. Atlas Satins	353. Broad, European	354. Miscellaneous	355. Spices	356. Precious stones—	357. Sugar—	358. Tea—	359. Wool—	360. Manufactured—	361. Sugar—	362. Turquoises and precious stones—	363. Coral—	364. Atlas Satins	365. Broad, European	366. Miscellaneous	367. Spices	368. Precious stones—	369. Sugar—	370. Turquoises and precious stones—	371. Coral—	372. Atlas Satins	373. Broad, European	374. Miscellaneous	375. Spices	376. Precious stones—	377. Sugar—	378. Tea—	379. Wool—	380. Manufactured—	381. Sugar—	382. Turquoises and precious stones—	383. Coral—	384. Atlas Satins	385. Broad, European	386. Miscellaneous	387. Spices	388. Precious stones—	389. Sugar—	390. Turquoises and precious stones—	391. Coral—	392. Atlas Satins	393. Broad, European	394. Miscellaneous	395. Spices	396. Precious stones—	397. Sugar—	398. Tea—	399. Wool—	400. Manufactured—	401. Sugar—	402. Turquoises and precious stones—	403. Coral—	404. Atlas Satins	405. Broad, European	406. Miscellaneous	407. Spices	408. Precious stones—	409. Sugar—	410. Turquoises and precious stones—	411. Coral—	412. Atlas Satins	413. Broad, European	414. Miscellaneous	415. Spices	416. Precious stones—	417. Sugar—	418. Tea—	419. Wool—	420. Manufactured—	421. Sugar—	422. Turquoises and precious stones—	423. Coral—	424. Atlas Satins	425. Broad, European	426. Miscellaneous	427. Spices	428. Precious stones—	429. Sugar—	430. Turquoises and precious stones—	431. Coral—	432. Atlas Satins	433. Broad, European	434. Miscellaneous	435. Spices	436. Precious stones—	437. Sugar—	438. Tea—	439. Wool—	440. Manufactured—	441. Sugar—	442. Turquoises and precious stones—	443. Coral—	444. Atlas Satins	445. Broad, European	446. Miscellaneous	447. Spices	448. Precious stones—	449. Sugar—	450. Turquoises and precious stones—	451. Coral—	452. Atlas Satins	453. Broad, European	454. Miscellaneous	455. Spices	456. Precious stones—	457. Sugar—	458. Tea—	459. Wool—	460. Manufactured—	461. Sugar—	462. Turquoises and precious stones—	463. Coral—	464. Atlas Satins	465. Broad, European	466. Miscellaneous	467. Spices	468. Precious stones—	469. Sugar—	470. Turquoises and precious stones—	471. Coral—	472. Atlas Satins	473. Broad, European	474. Miscellaneous	475. Spices	476. Precious stones—	477. Sugar—	478. Tea—	479. Wool—	480. Manufactured—	481. Sugar—	482. Turquoises and precious stones—	483. Coral—	484. Atlas Satins	485. Broad, European	486. Miscellaneous	487. Spices	488. Precious stones—	489. Sugar—	490. Turquoises and precious stones—	491. Coral—	492. Atlas Satins	493. Broad, European	494. Miscellaneous	495. Spices	496. Precious stones—	497. Sugar—	498. Tea—	499. Wool—	500. Manufactured—	501. Sugar—	502. Turquoises and precious stones—	503. Coral—	504. Atlas Satins	505. Broad, European	506. Miscellaneous	507. Spices	508. Precious stones—	509. Sugar—	510. Turquoises and precious stones—	511. Coral—	512. Atlas Satins	513. Broad, European	514. Miscellaneous	515. Spices	516. Precious stones—	517. Sugar—	518. Tea—	519. Wool—	520. Manufactured—	521. Sugar—	522. Turquoises and precious stones—	523. Coral—	524. Atlas Satins	525. Broad, European	526. Miscellaneous	527. Spices	528. Precious stones—	529. Sugar—	530. Turquoises and precious stones—	531. Coral—	532. Atlas Satins	533. Broad, European	534. Miscellaneous	535. Spices	536. Precious stones—	537. Sugar—	538. Tea—	539. Wool—	540. Manufactured—	541. Sugar—	542. Turquoises and precious stones—	543. Coral—	544. Atlas Satins	545. Broad, European	546. Miscellaneous	547. Spices	548. Precious stones—	549. Sugar—	550. Turquoises and precious stones—	551. Coral—	552. Atlas Satins	553. Broad, European	554. Miscellaneous	555. Spices	556. Precious stones—	557. Sugar—	558. Tea—	559. Wool—	560. Manufactured—	561. Sugar—	562. Turquoises and precious stones—	563. Coral—	564. Atlas Satins	565. Broad, European	566. Miscellaneous	567. Spices	568. Precious stones—	569. Sugar—	570. Turquoises and precious stones—	571. Coral—	572. Atlas Satins	573. Broad, European	574. Miscellaneous	575. Spices	576. Precious stones—	577. Sugar—	578. Tea—	579. Wool—	580. Manufactured—	581. Sugar—	582. Turquoises and precious stones—	583. Coral—	584. Atlas Satins	585. Broad, European	586. Miscellaneous	587. Spices	588. Precious stones—	589. Sugar—	590. Turquoises and precious stones—	591. Coral—	592. Atlas Satins	593. Broad, European	594. Miscellaneous	595. Spices	596. Precious stones—	597. Sugar—	598. Tea—	599. Wool—	600. Manufactured—	601. Sugar—	602. Turquoises and precious stones—	603. Coral—	604. Atlas Satins	605. Broad, European	606. Miscellaneous	607. Spices	608. Precious stones—	609. Sugar—	610. Turquoises and precious stones—	611. Coral—	612. Atlas Satins	613. Broad, European	614. Miscellaneous	615. Spices	616. Precious stones—	617. Sugar—	618. Tea—	619. Wool—	620. Manufactured—	621. Sugar—	622. Turquoises and precious stones—	623. Coral—	624. Atlas Satins	625. Broad, European	626. Miscellaneous	627. Spices	628. Precious stones—	629. Sugar—	630. Turquoises and precious stones—	631. Coral—	632. Atlas Satins	633. Broad, European	634. Miscellaneous	635. Spices	636. Precious stones—	637. Sugar—	638. Tea—	639. Wool—	640. Manufactured—	641. Sugar—	642. Turquoises and precious stones—	643. Coral—	644. Atlas Satins	645. Broad, European	646. Miscellaneous	647. Spices	648. Precious stones—	649. Sugar—	650. Turquoises and precious stones—	651. Coral—	652. Atlas Satins	653. Broad, European	654. Miscellaneous	655. Spices	656. Precious stones—	657. Sugar—	658. Tea—	659. Wool—	660. Manufactured—	661. Sugar—	662. Turquoises and precious stones—	663. Coral—	664. Atlas Satins	665. Broad, European	666. Miscellaneous	667. Spices	668. Precious stones—	669. Sugar—	670. Turquoises and precious stones—	671. Coral—	672. Atlas Satins	673. Broad, European	674. Miscellaneous	675. Spices	676. Precious stones—	677. Sugar—	678. Tea—	679. Wool—	680. Manufactured—	681. Sugar—	682. Turquoises and precious stones—	683. Coral—	684. Atlas Satins	685. Broad, European	686. Miscellaneous	687. Spices	688. Precious stones—	689. Sugar—	690. Turquoises and precious stones—	691. Coral—	692. Atlas Satins	693. Broad, European	694. Miscellaneous	695. Spices	696. Precious stones—	697. Sugar—	698. Tea—	699. Wool—	700. Manufactured—	701. Sugar—	702. Turquoises and precious stones—	703. Coral—	704. Atlas Satins	705. Broad, European	706. Miscellaneous	707. Spices	708. Precious stones—	709. Sugar—	710. Turquoises and precious stones—	711. Coral—	712. Atlas Satins	713. Broad, European	714. Miscellaneous	715. Spices	716. Precious stones—	717. Sugar—	718. Tea—	719. Wool—	720. Manufactured—	721. Sugar—	722. Turquoises and precious stones—	723. Coral—	724. Atlas Satins	725. Broad, European	726. Miscellaneous	727. Spices	728. Precious stones—	729. Sugar—	730. Turquoises and precious stones—	731. Coral—	732. Atlas Satins	733. Broad, European	734. Miscellaneous	735. Spices	736. Precious stones—	737. Sugar—	738. Tea—	739. Wool—	740. Manufactured—	741. Sugar—	742. Turquoises and precious stones—	743. Coral—	744. Atlas Satins	745. Broad, European	746. Miscellaneous	747. Spices	748. Precious stones—	749. Sugar—	750. Turquoises and precious stones—	751. Coral—	752. Atlas Satins	753. Broad, European	754. Miscellaneous	755. Spices	756. Precious stones—	757. Sugar—	758. Tea—	759. Wool—	760. Manufactured—	761. Sugar—	762. Turquoises and precious stones—	763. Coral—	764. Atlas Satins	765. Broad, European	766. Miscellaneous	767. Spices	768. Precious stones—	769. Sugar—	770. Turquoises and precious stones—	771. Coral—	772. Atlas Satins	773. Broad, European	774. Miscellaneous	775. Spices	776. Precious stones—	777. Sugar—	778. Tea—	779. Wool—	780. Manufactured—	781. Sugar—	782. Turquoises and precious stones—	783. Coral—	784. Atlas Satins	785. Broad, European	786. Miscellaneous	787. Spices	788. Precious stones—	789. Sugar—	790. Turquoises and precious stones—	791. Coral—	792. Atlas Satins	793. Broad, European	794. Miscellaneous	795. Spices	796. Precious stones—	797. Sugar—	798. Tea—	799. Wool—	800. Manufactured—	801. Sugar—	802. Turquoises and precious stones—	803. Coral—	804. Atlas Satins	805. Broad, European	806. Miscellaneous	807. Spices	808. Precious stones—	809. Sugar—	810. Turquoises and precious stones—	811. Coral—	812. Atlas Satins	813. Broad, European	814. Miscellaneous	815. Spices	816. Precious stones—	817. Sugar—	818. Tea—	819. Wool—	820. Manufactured—	821. Sugar—	822. Turquoises and precious stones—	823. Coral—	824. Atlas Satins	825. Broad, European	826. Miscellaneous	827. Spices	828. Precious stones—	829. Sugar—	830. Turquoises and precious stones—	831. Coral—	832. Atlas Satins	833. Broad, European	834. Miscellaneous	835. Spices	836. Precious stones—	837. Sugar—	838. Tea—	839. Wool—	840. Manufactured—	841. Sugar—	842. Turquoises and precious stones—	843. Coral—	844. Atlas Satins	845. Broad, European	846. Miscellaneous	847. Spices	848. Precious stones—	849. Sugar—	850. Turquoises and precious stones—	851. Coral—	852. Atlas Satins	853. Broad, European	854. Miscellaneous	855. Spices	856. Precious stones—	857. Sugar—	858. Tea—	859. Wool—	860. Manufactured—	861. Sugar—	862. Turquoises and precious stones—	863. Coral—	864. Atlas Satins	865. Broad, European	866. Miscellaneous	867. Spices	868. Precious stones—	869. Sugar—	870. Turquoises and precious stones—	871. Coral—	872. Atlas Satins	873. Broad, European	874. Miscellaneous	875. Spices	876. Precious stones—	877. Sugar—	878. Tea—	879. Wool—	880. Manufactured—	881. Sugar—	882. Turquoises and precious stones—	883. Coral—	884. Atlas Satins	885. Broad, European	886. Miscellaneous	887. Spices	888. Precious stones—	889. Sugar—	890. Turquoises and precious stones—	891. Coral—	892. Atlas Satins	893. Broad, European	894. Miscellaneous	895. Spices	896. Precious stones—	897. Sugar—	898. Tea—	899. Wool—	900. Manufactured—	901. Sugar—	902. Turquoises and precious stones—	903. Coral—	904. Atlas Satins	905. Broad, European	906. Miscellaneous	907. Spices	908. Precious stones—	909. Sugar—	910. Turquoises and precious stones—	911. Coral—	912. Atlas Satins	913. Broad, European	914. Miscellaneous	915. Spices	916. Precious stones—	917. Sugar—	918. Tea—	919. Wool—	920. Manufactured—	921. Sugar—	922. Turquoises and precious stones—	923. Coral—	924. Atlas Satins	925. Broad, European	926. Miscellaneous	927. Spices	928. Precious stones—	929. Sugar—	930. Turquoises and precious stones—	931. Coral—	932. Atlas Satins	933. Broad, European	934. Miscellaneous	935. Spices	936. Precious stones—	937. Sugar—	938. Tea—	939. Wool—	940. Manufactured—	941. Sugar—	942. Turquoises and precious stones—	943. Coral—	944. Atlas Satins	945. Broad, European	946. Miscellaneous	947. Spices	948. Precious stones—	949. Sugar—	950. Turquoises and precious stones—	951. Coral—	952. Atlas Satins	953. Broad, European	954. Miscellaneous	955. Spices	956. Precious stones—	957. Sugar—	958. Tea—	959. Wool—	960. Manufactured—	961. Sugar—	962. Turquoises and precious stones—	963. Coral—	964. Atlas Satins	965. Broad, European	966. Miscellaneous	967. Spices	968. Precious stones—	969. Sugar—	970. Turquoises and precious stones—	971. Coral—	972. Atlas Satins	973. Broad, European	974. Miscellaneous	975. Spices	976. Precious stones—	977. Sugar—	978. Tea—	979. Wool—	980. Manufactured—	981. Sugar—	982. Turquoises and precious stones—	983. Coral—	984. Atlas Satins	985. Broad, European	986. Miscellaneous	987. Spices	988. Precious stones—	989. Sugar—	990. Turquoises and precious stones—	991. Coral—	992. Atlas Satins	993. Broad, European	994. Miscellaneous	995. Spices	996. Precious stones—	997. Sugar—	998. Tea—	999. Wool—	1000. Manufactured—
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### Report on the trade between India and Chinese Turkistan, for the year ending the 31st March 1898.

(1) There is no means of obtaining locally any reliable statistical information regarding our Central Asian trade. Once goods arrive in Yarkand from Ladakh, the greater portion is expedited to the different commercial centres of Khotan, Kashgar, Maralbashi, Aksu, etc., and no official record is kept by the Chinese Authorities of the quantity, and nature, of the wares thus distributed. With the assistance, however, of our traders, the two annexed tables have been prepared. The one contains information regarding the proportional demand for Indian goods in the principal cities of Chinese Turkistan, and the other gives information regarding the proportional supply goods from these same centres for export to Ladakh, whilst the notes in the "Remark column" deal with the present and prospective state of the market for the goods.

(2) It is not here intended to make an accurate comparison of the trade of the year under report, with that of the previous. But, generally, it may be said that there has been a falling off in the imports as well as in the exports. The diminution in the former was not unexpected by the merchants, in view of the market having, in the spring of 1895, been over-stocked with Indian goods and of the consequent low prices. Another cause of the decrease may apparently be traced to the uncertainty of the Indian charas market: it is a well established fact that there is nothing that so depresses import trade as when charas sells badly in the Punjab. Charas being the chief export from Turkistan, to the same uncertainty may be ascribed the cause of the fall in the exports.

(3) Although there appears to have been a diminution of trade during 1897-98, yet there is no reason to anticipate that its injurious effects will be of a permanent nature. The capital invested, has, in no way, diminished; and the number of our traders has remained practically the same as during the previous year. The profits realized are estimated at 12½ per cent. per annum by the Hindus; and this, taking into account the fact that most of them trade with borrowed money on which interest varying from 6 to 9 per cent. is charged. The profits made by Mohamadans is said to be higher. This dividend of 12½ per cent. would appear to have been fairly well maintained during the last five years. Previous to this period, the profits were more considerable, amounting at times to 25 per cent. But despite this diminution, the market for Indian goods has grown in firmness. During the eighteen years of peace which the natives of Kashgaria have uninterruptedly enjoyed under the Chinese rules there can be no doubt that the wealth of the country has increased, and with it, the improved purchasing power of the people. With time, too, Indian goods have become known, and, unlike the epoch when our Central Asian trade was in its infancy, they now find their way not only to the whole of the Alta Shahr (literally, six cities, viz., Khotan, Kargalik, Yarkand, Yangi Hissar, Kashgar and Maralbashi), but also to the Aksu District. The present attitude of the Chinese local authorities with respect to the Indo-Turkistan trade ought perhaps to be described as one of friendliness, a proof of which they have recently given in the re-opening of the Kugiar and Sanju roads.

(4) The demand for goods from India for the year under report (especially during the latter portion of it) has been very fair; other skins, brocades, velvet, broad-cloth and coral selling at present exceptionally well. It is regrettable to notice that the things for which the market is good are generally not of English manufacture. The brocades are from Benares or from Lyons. The velvet and broad-cloth are "made in Germany."

(5) A few facts regarding the position which Indian trade now occupies in relation to its Russian rival cannot fail to be of interest.

The demand for Russian goods is without doubt ever increasing. Cotton prints of Moscow manufacture, as cheap as they are varied and pretty, are very largely imported. The bazaars of every town are over-stocked with them, as well



as with a multitude of other articles, amongst the most important of which may be mentioned lamps, candles, soap, petroleum, honey, sugar, sweetmeats, porcelain cups, tumblers, enamelled iron plates, matches, knives and silks. These articles, with few exceptions, could, but for the competition, be supplied from India. But we have gradually had to relinquish our position in favour of Russia, until at last our trade has had to confine itself chiefly to articles of which we are the sole producers, and in which there is no competition. This general rule has a few exceptions, the most important, as well as the most unexpected, of which is the English cotton goods.

(6) The inequality of circumstances under which Russian and Indian trades in this commodity are carried on is most marked; and, needless to add, largely preponderates in favour of Russia. Owing to the quickness with which goods from Moscow can be exported to Kashgar *via* trade routes which are practically open at all seasons, a Russian merchant can turn over his capital at least twice in the course of a year. Transport is moreover astonishingly cheap. Moscow goods are expedited to Kashgar by two different roads, the one *via* Kazan, Semipalatinsk and Vernoi, and the other *via* Transcaspia and Osh. The charges of the carrying company (Comptoir) at Vernoi are roubles 3 per pood (36 lbs.) from Moscow to that town. The carriage for the remaining distance to Kashgar is effected by means of camels, and cost 50 copeks for the same weight. The transport *via* the southern route is largely in the hands of another carrying company established at Samarkand, whose charges are roubles 2-60 copeks per pood from Moscow to Samarkand. The freightage thence by cart to Osh costs about 40 copeks per pood, whilst for the remaining distance to Kashgar, which is effected by means of ponies carrying at least 288 lbs., the expenses of transport amount to 80 copeks. The average cost per pood, or 0-44 maund, from Moscow to Kashgar is therefore roubles 3-65 copeks or Rs 5 (supposing the rouble = 25d., and the rupees 16d.). A reduction in this freightage is anticipated, consequent on the opening to merchandise transport of the Samarkand-Andijan Railway, which will certainly take place during the current year. The average bounty given by the Russian Government on the export of different sort of cotton goods amounts to roubles 3-70 copeks which sum is more than sufficient to cover the costs of transport. In the near future, a further stimulus will probably be given to the Russian chintz trade by the encouragement which has systematically been afforded to the growth of cotton in the Caucasus and in Turkistan. The cotton yearly produced in the latter province is said to amount to over four million poods. The yield in the Ferghana District, which is appraised at 18 million roubles per year, is such as to have considerably increased the value of land, the cost of which in the surroundings of Margillan is estimated at roubles 300 per desiatine (113,067 square yards).

(7) Now, under these most favourable circumstances for Russian trade, it is a curious fact that English cotton goods still sustain a competition. Can we claim superiority for these goods? There is not the slightest reason for thinking so. One would rather believe that amongst our exports, some of the most worthless cottons from the bazaars of India find their way to Yarkand. The same cottons sell, by reason of their exceeding cheapness, and are disposed of with little or no profit. Why are they then imported? Because of their value as a medium of exchange for charas, the chief article of export to India. Suppose a trader had purchased in Yarkand some charas, and had paid for it Rs 100 in cash, and another trader had brought chintz, etc., with him from India which, plus carriage, had cost him the same amount. Even if the latter could not dispose of his prints, by taking payment in money, so as to cover his outlay, he would still make a better bargain for charas in using his goods as a medium of exchange, than could the first trader who had only money to offer. Hence the tenacity of the English cotton goods. If the above proposition needs a proof, it will be found in the fact that, with very few exceptions, the exporters of cotton-prints are our Hindus, and only such of our Muhammadan merchants as are engaged in the charas trade; whilst the other traders, Afghans and Badakhshis who abstain from traffic in that drug, seldom export cotton goods from India.

The inequality of circumstances under which Russian and Indian trades are carried on in Kashgaria.

British cotton goods. Their value as a medium of exchange for charas.



(8) The trade between India and Russian Turkistan, carried on through Kashgar, merits at the best of times but little attention. This may especially be said to be the case with reference to the year 1897-98, when quarantine regulations on the Ferghana border have almost stopped the little communication there is. The Russian exports which go to Ladakh and Kashmir are very scarce, consisting merely of a few pieces of cloth known as shaitan-tari. The only goods from India which have, during the year under report, been sent to Ferghana in any quantity are coral, for which the market is invariably good. It is estimated that one-third of the amount of this commodity received from India are for consumption in Ferghana. As the duty is extremely high (roubles 180 per pood) doubtless the Russian customs find it extremely remunerative whenever they can levy it; there is no article in which contraband trade is so developed as in coral. It is estimated that fully one-half of the quantity imported into Russian territory is smuggled. The importation of English muslin is absolutely prohibited, but as this commodity is much liked, it also forms an item in contraband trade. Indigo, on which there is no duty, and tea used to be sent *via* Kashgar to Ferghana; but for the last two years their import has ceased, owing, it is said, to their having now followed, from India, the road *via* Persia, to Russian Turkistan. The cause of this deviation in favour of a circuitous route ought to be an interesting subject for investigation.

(9) A few samples of piece-goods of Russian, French, German, etc., manufacture, collected in the Yarkand Bazaar, are forwarded with this report, together with a list containing some particulars regarding prices, etc. (see Tables C and D).

YARKAND;	}	GEORGE MACARTNEY, <i>Special Assistant</i>
<i>The 31st March 1898.</i>		<i>for Chinese Affairs to the</i> <i>Resident in Kashmir.</i>



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TABLE A.

Showing the imports from India, *via* Ladakh, and their proportional consumption in different parts of Chinese Turkistan, during the year 1897-98.

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Table A.

Showing the imports from India, via Ladakh, and their proportional consumption in different parts of Chinese Turkistan, during the year 1897-98.

Description of goods.	PROPORTIONAL CONSUMPTION IN PERCENTAGE.				SALEABILITY IN THE YARKAND MARKET IN MARCH 1898.		REMARKS.
	Yarkand District.	Khotan District.	Akan District.	Kashgar District.	Profit.	Loss.	
1. Cotton (manufactured)— (a) European— Long cloth (lutta or khasa)	15	60	20	5	20	...	This material is selling well and is also largely used as a medium of exchange for charas. Present quantity in the Yarkand bazaar rather small. A sort of long cloth known as Mitkan khasa (see sample No. 56 of Table marked C) is largely imported from Russia and competes against the English long cloth.
Muslin . . .	12	40	24	24	...	5	
Nainu and Sainu gauze .	20	25	15	40	...	10	Market dull, and material can only sell at a profit when disposed of in exchange for charas. Since the restoration of the Chinese rule in Kashgaria, white muslin <i>pagoris</i> (an essentially Mohammedan headgear, have been gradually going out of fashion, especially amongst the lower classes, who have taken to wearing caps. The entry into Russian Turkistan of English muslins has, for the last three years, been prohibited. No Russian competition.
Cotton prints (chintz) and "alwan."	35	50	10	5	Part		The supply for the year 1896-97 is not yet exhausted. Certain descriptions of Russian chintz (see Table C, samples Nos. 25, 26 and 30) compete against these goods.
Dhoti . . .	10	20	50	20	10	...	About 35 per cent. of the 1896-97 stock is still left. Russian competition extremely severe.
Handkerchiefs . . .	20	10	20	50	12	...	No competition. Out of the last two years' stock about 40 per cent. still unsold. Handkerchiefs are also slightly imported from Russia. About 25 per cent. of the present year's stock still remaining.



(b) Indian— Lungs . . . . .	10	30	30	30	10	...	No competition. The present year's stock all exhausted. But about 40 per cent. of the 1896-97 stock still remaining. These were of a somewhat superior quality and did not suit the market.
2. Drugs and Medicines— Kashmir opium . . . . .	...	...	...	...	...	...	A portion of the opium imported in 1896-97 is still in the market and cannot sell above par value. Little or none was imported during 1897-98.
Medicines . . . . .	20	40	20	20	25	...	A sort of medicine known as "Sana" is now selling at 80 per cent. profit. No competition.
3. Dyeing Materials— Indigo . . . . .	9	26	53	12	6	...	The demand has somewhat fallen since April 1897. There is no competition in this article. Previously Majenta crystals used to be imported from India, but they have been supplanted by Russian dyes.
4. Hides and skins— Other skins . . . . .	18	2	40	40	16	...	Market at present specially good.
Goat and fox skins (manufactured). . . . .	16½	25	16½	41½	25	...	Since the last six years' goat skins have been cured locally, but the native goods are not much appreciated.
5. Silk (manufactured)— (a) Brocade of Benares . . . . .	10	10	20	60	12	...	Present market good, and decidedly more active than in April 1897. The "real" and the "imitation" brocades are in equal demand.
(b) Brocade of Surat (real) . . . . .	20	10	20	50	15	...	} The 1897-98 stock almost sold out.
(c) Do. do. (imitation) . . . . .	20	10	20	50	30	...	
(d) Brocades, European . . . . .	10	10	30	50	5	...	These are French goods and are imported in small quantities. See sample No. 9 of Table I.
(e) Velvet . . . . .	25	5	20	40	30	...	Present market decidedly better than in April 1897. Velvets are largely of French and German manufacture (see samples 5, 6 and 7 of Table I). It is estimated that out of the 1897-98 stock, no less than 80 per cent. are foreign goods (an increase of 10 per cent. since last year). In their order of importance, the favourite colours are dark blue, green and dark red. Slight Russian competition.
(f) Atlas (satin) . . . . .	40	30	10	20	6	...	Over 50 per cent. of this article is of French and German manufacture. Slight Russian and Chinese competition.



Table A—*concl.*

*Showing the imports from India, via Ladakh, and their proportional consumption in different parts of Chinese Turkistan, during the year 1897-98—concl.*

Description of goods.	PROPORTIONAL CONSUMPTION IN PERCENTAGE.				SALEABILITY IN THE YARKAND MARKET IN MARCH 1898.		REMARKS.
	Yarkand District.	Khotan District.	Aksu District.	Kashgar District.	Profit.	Loss.	
					Per cent.	Per cent.	
6. Spices . . . . .	12	60	16	13	30	...	No competition.
7. Coral . . . . .	5½	34	49	42	15	...	Profits on the large corals are more than on the little ones.
8. Sugar (including sweetmeats)	20	80	...	...	20	...	The profits have somewhat fallen since April 1897 owing to severe Russian competition which has driven the Indian article out of the northern markets (Kashgar, Aksu, etc.).
9. Tea (Palampur) . . . . .	8	32	32	28	15	...	The profits have diminished by about 10 per cent. since 1890-97. The Chinese brick tea is gaining in favour.
10. Wool (manufactured)—							
(a) Broad cloth . . . . .	40	20	10	30	15	...	About 70 per cent. of these goods are of foreign, principally German, manufacture. The most favourite colours are black, indigo and green. See samples Nos. 1, 2, 3, and 4 of Table D.
(b) Flannel . . . . .	50	15	15	20	15	...	Generally of very inferior quality and in small demand. Favourite colour: white. See sample No. 8 of Table D which is of Dutch manufacture.

CAMP YARKAND;

31st March 1898.

GEORGE MACARTNEY.

*Special Assistant for Chinese Affairs to the Resident in Kashmir.*



Table B.

Showing the proportional exports from the different parts of Chinese Turkestan to India via, Ladakh, during the year 1897-98.

Description of goods.	PROPORTIONAL EXPORT IN PERCENTAGE.				ESTIMATED REALISATIONS IN INDIA.		REMARKS.
	Yarkand District.	Khotan District.	Akon District.	Kashgar District.	Profit.	Loss.	
Drugs and medicines— Charas . . . . .	50	...	...	50	Per cent. ...	Per cent. ...	<p>The profits on charas exported to India during 1897-98 cannot yet well be estimated. It is said, however, that 10 per cent. has been realized on the quantity that has, up to date (March 1898), been disposed of in the Panjab (circa <math>\frac{1}{2}</math> of total export). There are now about 4,000 maunds ready in Yarkand for export during the 1898-99 trading season. Probably an additional amount of 2,000 maunds will be bought up before the departure of the caravans in September. The present Yarkand prices are 40 per cent. less than in March 1897.</p> <p>These are exported to Ladakh and Kashmir as a partial medium for the transfer of capital to India. The Khotan prices have been fairly stationary.</p> <p>The present ratio in Khotan between gold and silver is 1 : 27. It is not expected that silver will be exported this year. This metal is now imported into Kashgar from Russia. The export for the year under report is estimated at Rs. 15,000.</p> <p>Russian roubles have, during 1897-98, been largely remitted (about Rs. 85,000 worth) to Bombay as a forced medium for the transfer of capital. This is a sign of depression in the export trade. The present value of the rouble and the rupee in Yarkand is respectively 1 ael 67g and 1 ael 0 38.</p> <p>The raw silk exported during 1897-98 realized little or no profit in India. This article will, as a forced medium for the transfer of capital, again be exported during the ensuing trading season.</p> <p>This cloth was for the Ladakh market.</p>
Carpets and Numdas . . . . .	10	90	...	...	Par	Par	
Precious metals— Gold . . . . .	261	734	...	...	Par	Par	
Silver . . . . .	...	...	...	...	...	to	
Russian Rouble . . . . .	...	...	...	...	Par (generally)	...	
Raw silk . . . . .	32	68	...	...	Par	Par	
Wool (Pashm) . . . . .	54	334	50	11	Par	Par	
Chikman (red coarse cloth) . . . . .	100	...	...	...	Par	Par	
Ponies and Mules . . . . .	15	...	75	10	15	...	

CAMP YARKAND;  
31st March 1898.

GEORGE MACARTNEY,  
Special Assistant for Chinese Affairs to the Resident in Kashmir.



Table C.

List of samples of Russian piece-goods with prices current at Yarkand in March 1898.

No.	Description.	Length in aune (—28 inches).	Width in aune (—28 inches).	PRICE IN MOSCOW ON 10 MONTHS' CREDIT.		WHOLESALE PRICE IN YARKAND.		RETAIL PRICE IN YARKAND PER ARSHINE.		RUSSIAN CURRENCY ON ONE POUND (= 35 ba.)		REMARKS.
				Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	
1	Chintz Zobo-Kob	50	112	7	50	9	...	...	20	3	25	Colour much liked.
2	Chintz Jama Bab	60	90	5	50	7	...	...	13	3	...	There are many other kinds of this sort of chintz, but these are chiefly in demand.
3	Do.	60	90	5	50	7	...	...	13	3	...	
4	Do.	60	90	5	50	7	...	...	13	3	...	
5	Do.	60	90	5	50	7	...	...	13	3	...	
6	Do.	60	90	5	50	7	...	...	13	3	...	
7	Do.	60	90	5	50	7	...	...	13	3	...	
8	Do.	60	90	5	50	7	...	...	13	3	...	
9	Do.	60	90	5	50	7	...	...	13	3	...	
10	Do.	60	90	5	50	7	...	...	13	3	...	
11	Do.	60	90	5	50	7	...	...	13	3	...	
12	Do.	60	90	5	50	7	...	...	13	3	...	Colour much liked.
13	Do. Gareli	40	85	3	...	3	20	...	9	3	...	
14	Do.	40	85	3	...	3	26	...	9	3	...	
15	Do.	40	85	3	...	3	20	...	9	3	...	







Table C—concluded.  
List of samples of Russian piece-goods with prices current at Yarkand in March 1898—concl'd.

No.	Description.	Length in machine (—48 inches).	Width in machine (—48 inches).	PRICE IN MOSCOW ON 10 MONTHS' CREDIT.		WHOLESALE PRICE IN YARKAND.		RETAIL PRICE IN YARKAND PER ARSHEEN.		RUSSIAN CURRENCY IN ONE POOD. (= 36 lbs.)		REMARKS.
				Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	Roubles.	Copecks.	
42	fb Satin	57	1'00	12	50	13	50	...	30	3	50	
43	Do.	57	1'00	12	50	13	50	...	30	3	50	
44	Do.	57	1'00	13	50	13	50	...	30	3	50	
45	Do.	57	1'00	12	50	13	50	...	30	3	50	
46	Do.	57	1'00	12	50	13	50	...	30	3	50	
47	Satin, imitation	60	'90	6	...	6	60	...	12	3	50	
48	Do. do.	60	'90	6	...	6	60	...	12	3	50	
49	Laribuk	50	1'02	10	...	11	40	...	24	3	50	is great demand.
50	Nim Magbot (half broad-cloth)	61	'75	10	...	1	...	...	19	3	50	
51	Rafiz	61	'93	10	94	13	2	...	24	3	50	
52	Iräden	60	'80	7	50	7	50	...	14	3	...	
53	Kamblut	60	'75	7	50	9	...	...	16	3	...	
54	Bikauri	62	'85	8	75	13	20	...	23	3	...	
55	Chinte Slahi	60	'08	Not known	...	8	60	...	18	Not known	...	
56	Khassa (long-cloth)	60	'90	6	...	6	50	...	11½	3	...	

CAMP YARKAND;  
31st March 1898.

GEORGE MACARTNEY,  
Special Assistant for Chinese Affairs to the Resident in Kashmir.



Table D.

List of samples of non-English piece-goods imported via Ladakh with prices current at Yarkand in March 1898.

No.	Description.	Length in English yards.	Width in English feet.		Price in Bombay.	Wholesale price in Yarkand.	Retail price at Yarkand per erschine (=28 inches).	Remarks.
			Feet.	Inch.				
1	Broad cloth (Banta) German	16½	4	2	25 0 0	45 0 0	3 0 0	Colour much liked.
2	Ditto	16½	3	9	33 0 0	50 0 0	3 0 0	
3	Ditto	16½	3	9	37 4 0	60 0 0	3 2 6	Fairly in demand.
4	Ditto	16½	3	9	22 11 0	40 0 0	2 2 0	
5	Velvet	26½	1	6	53 8 0	99 0 0	3 0 0	Colour much liked.
6	Ditto	30½	1	6	53 8 0	95 0 0	2 12 0	
7	Ditto (French)	26½	1	6	59 10 0	99 0 0	3 3 0	Colour much liked.
8	Flannel (Dutch)	50½	2	3	12 8 0	20 0 0	0 6 0	
9	Brocade (French)	32	1	6	32 0 0	45 0 0	1 3 0	

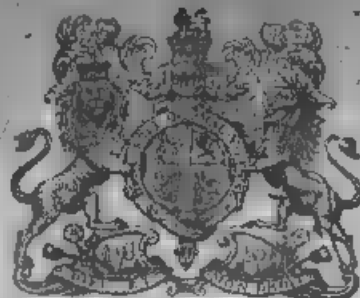
CAMP YARKAND;

31st March 1898.

GEORGE MACARTNEY,

Special Assistant for Chinese Affairs to the Resident in Kashmir.





SUPPLEMENT TO  
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**GOVERNMENT OF INDIA.**

**DEPARTMENT OF REVENUE AND AGRICULTURE.**

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 14th, 1899.**

At the end of the previous week a shallow depression lay over South-West Bengal and Chota Nagpur. It was transferred eastwards to Upper Burma during the next 24 hours, where it filled up. Thunder-showers were received in Bengal, North Bihar and the Assam Valley between the 8th and the 10th from the disturbance initiated by this storm. Very strongly marked anticyclonic conditions, on the other hand, obtained during this period in North-Western and Central India and the northern half of the Peninsula, and higher pressures were recorded in Berar and at Nagpur on the 9th than have been observed in that area during the past ten years. Pressure gave way steadily during the remainder of the week over the Indian area, but this negative phase of the barometric oscillation was associated with no important change in the weather, which hence remained fine and settled throughout the period. A feeble and ill-defined depression was formed or appeared in Upper Sind on the 12th, and drifted eastwards across Rajputana on the 13th, where it disappeared during the day. It gave light to moderate snow in Kashmir on the 13th, but no rain in the plains and was hence of little importance.

The most noteworthy feature of the weather of the week was the prevalence of abnormally low temperature over by far the greater part of the country. This feature was, on the whole, most pronounced in Chota Nagpur, the Central Provinces and Berar, where the mean temperature of the week was  $7^{\circ}$  below the normal of the period. The deficiency was, it may be noted, exhibited somewhat more largely in the night than in the day temperature. Unusually low night temperatures were registered at some stations in the Central Provinces on the night of the 8th. The lowest in the plains was  $40^{\circ}6$  at Nagpur, which is  $2^{\circ}6$  lower than had been previously recorded at that station under the standard conditions of thermometer exposure.



**Daily Summary.—Sunday, January 8th.**—Pressure had increased briskly to rapidly over the greater part of Northern and Central India and the north of the Peninsula, and was steady over the remainder of the country. The depression which lay over South-West Bengal and Chota Nagpur at the close of the previous week had advanced into Upper Burma during the previous 24 hours and filled up. Pressure was in moderate to considerable excess in North-Western and Central India and in slight to moderate defect in the southern half of the Peninsula, the Bay of Bengal, Burma and East Bengal. Gradients were hence above their normal January intensity. Winds were generally from their normal cold-weather directions. Skies were moderately clouded in Bengal, Assam and Upper Burma, and clear lightly clouded elsewhere. Showers, light to moderate in amount, had occurred in North Bihar, Bengal and Assam. A light shower of hail had fallen at Mussooree. The temperature conditions were very marked. Temperature was in considerable excess in Orissa and the Madras Deccan, and in moderate excess in Mysore, the Madras Coast and Burma. Temperature was, on the other hand, more or less largely below the normal over the remainder of the Indian area. The deficiency ranged between  $6^{\circ}$  and  $11^{\circ}$  over the area, including Baluchistan, the North-Western Provinces, Gujarat, the Punjab, Rajputana, Central India, the Central Provinces, Berar and the Bombay Deccan, and was absolutely greatest at Simla ( $18^{\circ}$ ) and Chakrata and Ranikhet (each  $17^{\circ}$ ). Both day and night temperatures were in large defect in the area of decreased temperature.

**Monday, January 9th.**—Pressure was unchanged in Baluchistan and the Indus Valley and had increased throughout the remainder of the Indian region. The rise was brisk to rapid in the Peninsula, North-Eastern India and Upper Burma and slight elsewhere. Pressure was more or less above the normal everywhere, except in Lower Burma, where it was locally in slight defect. The excess was least in Southern India ( $-0.2^{\circ}$ ), and greatest in Berar and the neighbouring districts of the Central Provinces, where it averaged a seventh of an inch in amount. Strongly marked anticyclonic conditions hence obtained in India, more especially in Berar and at Nagpur, where pressure was higher than has been recorded during the past ten years. The wind system was of the usual cold-weather type. The air was abnormally dry in Cutch, the humidity at 8 A.M. being only 18 per cent. at Bhuj. Skies were more or less clouded in Baluchistan, the North-West Himalayas, Assam, Upper Burma and Southern India. Light thunder-showers had been received at Jalpaiguri and Cocanada. The temperature conditions were even more abnormal than on the previous day. Temperature was below the normal over the whole of the country, with the exception of Burma, Mysore and Madras, where it continued in slight to moderate excess. The deficiency exceeded  $5^{\circ}$  over the whole of Northern and Central India and the northern half of the Peninsula, and was greatest in Berar and the Central Provinces where it averaged  $11^{\circ}$  in amount.

**Tuesday, 10th January.**—Pressure had decreased over the northern half of the Indian area and increased over the southern half. The changes were, however, very small in amount and did not modify the pressure distribution to any important extent. Winds were normal in direction in India and more westerly than usual in Lower Burma. Skies were generally clear, and no rain had fallen anywhere beyond light local showers at Trincomalee and Bhamo. A very rapid rise of temperature had occurred in Baluchistan and the Upper India hill districts, and the mean temperature of the previous 24 hours was  $4^{\circ}$  above the normal in the former and  $3^{\circ}$  to  $5^{\circ}$  in defect in the latter area. Temperature had increased slightly to considerably in North-Western and Central India and the Deccan, and the deficiency in these areas was hence less marked than on the previous day. The low temperature conditions had, on the other hand, extended eastwards to Bengal, Assam and Orissa, and the mean temperature during the past day ranged between  $4^{\circ}$  and  $10^{\circ}$  below the normal in these areas. Temperature remained in moderate excess in Burma and Southern India.

**Wednesday, 11th January.**—Pressure was practically steady in the Peninsula and had decreased slightly to briskly in Baluchistan and Northern and Central India. The distribution of pressure was somewhat abnormal, pressure being lowest in Tenasserim and highest in the Central Provinces, Berar, Central India and Rajputana. Winds were little changed. Skies were clouding over in Balu-



chistan and Upper India, but remained clear over the remainder of the country. The only rainfall reported was at Negapatam and Trichinopoly. Temperature had decreased rapidly in Burma, due to the extension of the cool wave to that area, and was during the previous 24 hours more or less below the normal over the whole of the Indian area, excepting Baluchistan, South India, Mysore, Tenasserim and the Upper India hills, where it was in moderate to large excess. The deficiency was least in Burma ( $1^{\circ}$ ) and greatest in Orissa ( $8^{\circ}$ ).

*Thursday, 12th January.*—Pressure had given way briskly in East Baluchistan, Sind and West Rajputana, and a depression in which pressure was nearly a tenth of an inch below the normal had appeared in Upper Sind. Elsewhere the pressure changes were small and of no significance and the general pressure conditions remained unaltered. Winds were feebly cyclonic in Sind and more easterly than usual in the west coast districts. The air was very dry in the hill districts of Upper India and the Central Punjab. The lowest humidities recorded in these areas at 8 A.M. were 16 per cent. at Chakrata and Khushab and 23 per cent. at Simla. Skies were generally overcast in Baluchistan and Upper India and practically cloudless over the remainder of the country. Temperature had diminished briskly in Mysore and Southern India and was steady or had increased to a moderate extent over the remainder of the Indian region. The mean temperature of the past day was  $7^{\circ}$  in defect of the normal in Orissa and Chota Nagpur,  $6^{\circ}$  in Bengal, Bihar and Berar and  $5^{\circ}$  in Assam and the Central Provinces. It was, on the other hand,  $11^{\circ}$  above the normal at Quetta and  $5^{\circ}$  at Simla, Chakrata and Ranikhet.

*Friday, 13th January.*—Pressure had given way over the whole of the Indian region, with the exception of Baluchistan and the Indus Valley, where it had increased slightly to rapidly. The fall was brisk in East Rajputana and Bundelkhand, due to the transfer to that area of the depression which was passing through Sind on the previous day. Pressure was normal in Northern and Central India and in slight to moderate excess in the Peninsula. Gradients were, hence, feebler than usual over India. Pressure continued in slight to moderate defect in Burma, and the area of minimum pressure lay as for some days past over Tenasserim and the neighbouring sea area. Southerly winds prevailed in the hill districts of Upper India, and humidity had again decreased in that area. The air was driest at 8 A.M. at Chakrata where the percentage of humidity was 13 per cent. Skies had cleared in Baluchistan and the Punjab. They were overcast in Kashmir and light to moderate snow had fallen in that area. A cool wave of moderate intensity was affecting Baluchistan where temperature had fallen  $11^{\circ}$  during the past 24 hours. Temperature had increased slightly to briskly over the greater part of India and was now approximately normal, except in the Punjab, the Central Provinces, Berar, North-Western India, the Bombay Deccan and Upper Burma, where it was from  $3^{\circ}$  to  $8^{\circ}$  below the normal, due to much lower night temperature than usual.

*Saturday, January 14th.*—The pressure changes were again small in amount and of little importance. The chief features of the pressure conditions were a slight to moderate deficiency in Lower Burma and the adjacent sea area, and a moderate excess in Baluchistan. Winds were very light and irregular in the interior of India and north-westerly in Burma and the east coast of the Peninsula. They were exceedingly unsteady on the West Coast. A large increase of humidity had occurred in the hill districts of Upper India. Skies were generally free from cloud over the Indian region, with the exception of Southern India, where they were moderately clouded. No rain had fallen anywhere beyond a light thunder-shower at Mergui. The temperature conditions differed much less from the normal than for some days previously. The mean temperature of the previous 24 hours was  $5^{\circ}$  below the normal in Chota Nagpur and Orissa,  $4^{\circ}$  in Bengal, and  $3^{\circ}$  in Assam, Berar and the West Coast. Elsewhere temperature was practically normal.

**Temperature.**—The most remarkable feature of the weather of the week was the abnormally low temperature which prevailed over by far the greater part of the country. On the average of the whole period temperature was normal (i.e., varied by less than  $1^{\circ}$  from the normal) in Burma, Mysore and Madras, and was more or less in defect over the remainder of the country.

The deficiency was considerable to large in amount over nearly the whole of Northern and Central India and the north of the Peninsula and was most



marked in Chota Nagpur, the Central Provinces and Berar where it averaged 7°. The night temperature was somewhat more largely in defect in the area of decreased temperature than the day temperature. It is noteworthy that lower night temperatures were recorded at some stations in the Central Provinces than have been previously registered in January. The following gives data in illustration:—

STATION.	Lowest night temperature recorded during the week.	Date.	Lowest hitherto recorded in January.
Nagpur . . . . .	40°6	9th	43°2 in 1878
Pachmarhi . . . . .	30°3	9th	31°1 in 1878

The following table giving temperature variation data of the week shows that the mean temperature of the whole of India including Burma was in considerable defect of the normal on the first five days and in moderate defect on the last two days. For the whole week the mean temperature averaged 3°6 below the normal as compared with 1°5 during the previous week:—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF							Mean variation of week.
	8th.	9th.	10th.	11th.	12th.	13th.	14th.	
Burma . . . . .	+2°4	+2°7	+2°4	—1°2	—1°6	—1°7	—1°1	+0°3
Assam . . . . .	—3°6	—1°3	—5°6	—5°1	—4°6	—4°4	—3°2	—4°0
Bengal . . . . .	—3°4	—5°8	—7°7	—6°8	—6°1	—4°3	—4°0	—5°4
Orissa . . . . .	+4°3	—3°9	—9°7	—8°1	—7°1	—6°6	—5°4	—5°5
Bihar . . . . .	—5°4	—8°4	—6°9	—6°5	—5°6	—4°2	—3°0	—5°7
Chota Nagpur . . . . .	—4°2	—10°2	—9°6	—7°7	—6°5	—7°3	—4°6	—7°5
North-Western Provinces and Oudh . . . . .	—7°3	—7°2	—6°7	—5°6	—4°1	—3°4	—0°3	—4°8
Punjab . . . . .	—6°1	—6°0	—5°9	—3°7	—1°7	—3°7	—0°9	—4°0
Sind . . . . .	—4°4	—5°8	—3°8	—2°7	+1°4	+0°4	—0°6	—2°2
Rajputana . . . . .	—7°6	—7°6	—5°3	—3°0	—0°6	+1°5	+0°3	—3°2
Gujarat . . . . .	—8°7	—7°4	—4°7	—3°2	—1°1	+1°5	—1°2	—3°5
Central India . . . . .	—10°6	—10°2	—8°2	—5°6	—4°0	—0°9	—0°5	—5°7
Central Provinces . . . . .	—7°9	—11°2	—10°7	—7°3	—5°3	—4°0	—1°8	—6°9
Berar . . . . .	—8°2	—11°2	—7°6	—6°0	—6°3	—3°2	—2°7	—6°5
West Coast . . . . .	—4°2	—0°8	+0°2	—0°5	—1°2	—1°9	—2°6	—1°6
Bombay Deccan . . . . .	—7°1	—7°6	—6°3	—5°9	—3°7	—3°4	—2°0	—5°1
Mysore . . . . .	+1°8	+0°5	+0°5	+1°7	—0°1	+0°5	—1°0	+0°6
Madras Coast . . . . .	+1°9	+2°9	+0°4	—1°7	—2°1	—2°3	—2°0	—0°4
Madras Deccan . . . . .	+2°8	+1°1	—2°6	—2°7	—2°0	—1°4	—2°4	—1°0
South India . . . . .	—1°6	+1°3	+2°1	+2°2	—1°0	—2°8	—2°0	—2°3
Mean for whole of India . . . . .	—3°9	—4°9	—4°8	—4°0	—3°2	—2°6	—2°1	—3°6

**Rainfall.**—The rainfall of the week was small in amount and occurred almost solely in North-Eastern India. The rainfall returns show that the only districts which received effective rain during the week were Assam, Brahmaputra and Hills, East, Deltaic and North Bengal, Bengal Hills, North Bihar and East Coast South. The average amounts over the region of effective rainfall ranged between 0°17 inch and 0°38 inch and were very slightly above the normal of the period.

A feeble disturbance gave light to moderate snow in Kashmir on the 13th, but over the remainder of the country the week was unusually free from disturbance, and characterized by the prevalence of fine settled weather with little or no cloud.



Province.	Division.	RAINFALL DATA FOR WEEK ENDING JANUARY 14TH 1899.			RAINFALL DATA FROM JANUARY 1ST TO JANUARY 14TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to January 14th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inch.	Inch.	Inch.	Inch.	Inch.	Per cent.
BURMA	1. Tenasserim	0	0	0	0	0	0
	2. Lower Burma Deltaic	0	0'02	-0'02	0	0'06	-100
	3. Central do.	0	0	0	0	0'01	-100
	4. Upper do.	0'05	0'01	+0'04	0'06	0'01	+500
	5. Arakan	0	0	0	0	0'03	-100
BENGAL AND ASSAM	6. Eastern Bengal	0'22	0'10	+0'12	0'62	0'23	+170
	7. Assam Surma	0'02	0'14	-0'12	0'15	0'28	-46
	8. Do. Hills	0'27	0'23	+0'04	0'52	0'35	+49
	9. Do. Brahmaputra	0'38	0'19	+0'19	0'59	0'34	+74
	10. Deltaic Bengal	0'25	0'09	+0'16	0'60	0'21	+186
	11. Central do.	0'05	0'11	-0'06	0'75	0'17	+341
	12. North do.	0'27	0'09	+0'18	0'70	0'11	+536
	13. Bengal Hills	0'24	0'10	+0'14	1'06	0'15	+606
	14. Orissa	0	0'06	-0'06	0'04	0'09	-56
	15. Chota Nagpur	0	0'15	-0'15	0'58	0'24	+142
	16. South Bihar	0	0'14	-0'14	1'45	0'19	+663
	17. North do.	0'37	0'13	+0'24	1'09	0'19	+474
	18. North-Western Provin- ces East	0	0'22	-0'22	1'11	0'26	+327
	19. South Oudh	0	0'21	-0'21	0'86	0'27	+219
	20. North do.	0	0'17	-0'17	0'80	0'10	+300
	21. North-Western Provin- ces Central	0	0'18	-0'18	0'21	0'26	-19
	22. North-Western Provin- ces West	0	0'10	-0'10	0'06	0'17	-65
	23. North-Western Provin- ces East Submon- tane	0	0'15	-0'15	1'00	0'21	+376
	24. North-Western Provin- ces West Submon- tane	0	0'24	-0'24	0'33	0'39	-15
NORTH-WESTERN PROVINCES AND OUDH.	25. North-Western Provin- ces Hills	0'06	0'40	-0'34	1'10	0'73	+64
	26. South-East Punjab	0	0'22	-0'22	0'02	0'26	-92
	27. South do.	0	0'24	-0'24	0	0'31	-100
	28. Central do.	0	0'34	-0'34	0'11	0'49	-78
	29. Punjab Submontane	0	0'39	-0'39	0	0'56	-100
	30. Do. Hills	0'05	0'59	-0'54	0'76	0'94	-19
	31. North Punjab	0	0'36	-0'36	0'02	0'60	-97
	32. West do.	0	0'08	-0'08	0	0'13	-100
	33. Malabar	0	0'10	-0'10	0'07	0'19	-63
	34. Madras South-Cen- tral	0	0'03	-0'03	0	0'15	-100
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	35. Coorg	0	0'06	-0'06	0	0'15	-100
	36. Mysore	0	0'01	-0'01	0	0'04	-100
	37. Konkan	0	0'01	-0'01	0	0'06	-100
	38. Bombay Deccan	0	0	0	0	0'05	-100
	39. Hyderabad North	0	0	0	0	0'06	-100
	40. Khandesh	0	0	0	0	0'06	-100
	41. Berar	0	0'01	-0'01	0	0'15	-100
CENTRAL PROV- INCES AND BERAR.	42. Central Provinces West	0	0'02	-0'02	0	0'10	-100
	43. Central Provinces Cen- tral	0	0'10	-0'10	0'02	0'17	-83
	44. Central Provinces East	0	0'08	-0'08	0'02	0'14	-86
	45. Gujarat	0	0'01	-0'01	0	0'01	-100
BOMBAY (NORTH).	46. Kathiawar	0	0	0	0	0	0
	47. Sind	0	0'13	-0'13	0	0'14	-100
	48. Baluchistan Hills	0	0'45	-0'45	0	0'73	-100
	49. Central India East	0	0'14	-0'14	0'11	0'16	-31
RAJPUTANA AND CENTRAL INDIA.	50. Rajputana East, Cen- tral India West	0	0'07	-0'07	0	0'08	-100
	51. West Rajputana	0	0'12	-0'12	0	0'13	-100
	52. East Coast North	0'02	0'03	-0'01	0'02	0'06	-67
	53. A. Do. do. (a)	0	0	0	0	0'09	-100
MADRAS	54. Hyderabad South	0	0'03	-0'03	0	0'06	-100
	55. Madras Central	0	0	0	0	0'01	-100
	56. East Coast Central	0'02	0'01	0	0'01	0'09	-89
	57. Do. South	0'17	0'07	+0'10	0'17	0'30	-43
	58. Madras South	0	0'15	-0'15	0'02	0'35	-94

HEM RAJ,

Off. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 19th January 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 21st January.*—Light showers of rain fell in parts of the southern districts, but none elsewhere. The water-supply is generally sufficient. Some sowings are still being made. The standing crops are generally in good condition, except in parts of the Deccan. Harvesting continues, the outturn being almost normal. Pasturage is growing scarce, but fodder is sufficient. The condition of cattle is normal. There has been a general fall in prices.

**Bombay.**—*For week ending 25th January.*—Rain is wanted for the late crops in Shikarpur. The standing crops have been damaged by frost throughout Sind, and by rats or blight in parts of Bijapur and Dharwar. Harvesting of the early crops continues in three, and of the late crops in seven districts. Cotton-picking is progressing in parts of Gujarat and Kathiawar. Preparations for next season continue in parts of the Deccan and the Konkan. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in four and have fallen in six districts.

**Bengal.**—*For week ending 23rd January.*—There was no rain during the week except 1·18 inches at Darjeeling. Reports of all crops are favourable. The harvesting of winter rice is practically over, and the gathering of pulses and pressing of sugarcane are going on. The spring crops are thriving and are nearly ready to be cut. Poppy is also doing well. Caterpillars have appeared in Saran and Champaran, and are doing injury to the spring and poppy crops. The transplantation of spring rice is proceeding, and ploughing for autumn rice and jute has begun in some districts. The fodder-supply is everywhere abundant, and cattle are generally in good condition. No important change is reported in the price of common rice.

**North-Western Provinces and Oudh.**—*For week ending 25th January.*—The weather is clear and cold. The standing crops, except for slight damage from frost in parts, are doing well. Irrigation and the pressing of sugarcane continue. Supplies and fodder are sufficient. Prices have slightly risen in places, otherwise they are practically stationary.

**Punjab.**—*For week ending 25th January.*—Rain is badly wanted throughout the Province: none fell during the week. Sugarcane-pressing continues. Irrigation and weeding of the spring crops are in progress. Ploughings for the extra spring crops have commenced in Lahore. The standing irrigated spring crops are generally promising, but their condition is below the average in Dera Ismail Khan. Crops on lands dependent on rain are mostly suffering from drought, and the extreme dry cold has stunted the growing crops in Lahore. The gram and rapeseed crops are being damaged by caterpillars (*sundi*) in two tahsils of the Ferozepore district. The condition of cattle is generally good to fair, but poor in parts of Dera Ismail Khan. Fodder is getting scarce in Delhi, Shahpur and parts of Dera Ismail Khan, but is sufficient elsewhere. Prices are rising in Amritsar, Shapur, and Rawalpindi; falling in Delhi, Jullundur, and Sialkot; and are unchanged elsewhere. Wheat is selling from 15½ to 21½, gram 21 to 24, barley 32, bulrush millet 20 to 26½, maize 27 to 33, great millet 25, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 24th January.*—The weather is clear and cold, the night temperature being very low. The prospects of the



spring crops are fair in all districts, except in Saugor, Damoh, Chanda, and the Behir tahsil of Balaghat, where they are poor to gloomy. Frost has damaged the standing crops in Saugor, Jubbulpore, Narshingpur, the Behir tahsil of Balaghat, Damoh, the Lakhnadon tahsil of Seoni and parts of Chhindwara. Blight has caused slight damage in Hoshangabad, and drought and insects in parts of Raipur. The reaping and threshing of the autumn crops are almost complete, and the pressing of sugarcane continues. Reaping of linseed has begun in parts of Nagpur. The cheapest prices are—wheat 19, gram 32, rice 26, and *juar* 30 seers per rupee. The dearest prices are—wheat 12, gram 15, rice 11½, and *juar* 19½ seers per rupee. Wheat continues to sell above the normal rate in the south, east and west of the provinces, and the price of gram is still low in the Northern districts.

**Burma.**—*For week ending 21st January.*—In Lower Burma the reaping of the main crop has been completed in nine districts. Threshing continues. In Upper Burma sowing of dry weather paddy and other crops is still in progress. The standing crops generally promise well. The price of paddy has fallen slightly in Akyab and Myaungmya and risen in Pegu and Thayetmyo.

**Assam.**—*For week ending 24th January.*—No rain fell during the week. Harvesting of the late rice crop still continues in Kamrup, Darrang and Nowgong. Gathering of pulses, pruning of tea, and pressing of sugarcane are in progress. The prospects of the mustard, pulse, and sugarcane crops are generally good. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills, and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 14½, Sylhet, Dhubri and Gauhati 16, Tezpur, Nowgong, Sibsagar and Dibrugarh, 13 seers per rupee.

**Mysore and Coorg.**—*For week ending 25th January.*—**MYSOORE:** The standing crops are in good condition. Prices have fallen slightly in Kolar and Kadur and risen in Bangalore. *Ragi* (*Eleusine coracana*) has been harvested in Bangalore, Kolar, Mysore, Chitaldrug and Shimoga.

**COORG:** The threshing of rice has commenced, whilst that of *ragi* (*Eleusine coracana*) and coffee-picking continue. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 25th January.*—**BERAR:** The weather is cool. The prospects of the winter crops are unfavourable. Land is under preparation for the ensuing monsoon crops in parts of the Province. Fodder is insufficient in two districts. A scarcity of water prevails in Akola, Amraoti, and Wun. Prices of wheat and *juar* have fallen in the Akola taluka but are steady elsewhere.

**HYDERABAD:** No rain fell during the week. The autumn rice harvest has been completed, and that of the spring crops has commenced in parts. Winter rice is being sown. Insects are damaging the castor-seed crops in three talukas of the Naldurg and Warangal districts, and rats are causing injury to the *jowar* and gram crops in some talukas in the Aurangabad and Gulburga divisions. Prices continue to fall. Prices—wheat 9, coarse rice 10½, and *jawari* 22 seers per current sicca rupee.

**Central India.**—*For week ending 25th January.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops is indifferent in Baghelkhand, and the probable outturn will, it is estimated, be below the average. Crops have been damaged by frost in Baghelkhand, Malwa and two districts in Bundelkhand. Agricultural stock and pasturage are in good condition. Prices are rising in Baghelkhand and Indore. The condition of opium is good in Bhopal and fair in Malwa and Indore.

**Rajputana.**—*For week ending 25th January.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good but



they have been damaged by frost in Jeypore and Kerowlee. Cattle are generally in good condition. The Government reserves have been opened to grazing in Ajmere-Merwara. Distress is spreading and increasing in Merwara. Takavi advances have been granted freely with beneficial results. In Ajmere distress is increasing in some villages of Gangwana. Fodder is scarce in parts of Marwar, Kherwara, Moywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Jhallawar and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 143 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,869 persons. The numbers employed on relief works were—363 in Ajmere, 2,122 in Merwara, and 102 in Marwar. Prices—Ajmere 20, Beawar 22, and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 24th January.*—The weather has been snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE :**—*For week ending 25th January.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices have risen slightly: wheat is selling at 18 and maize 25 seers per rupee.

**Nepal.**—*For week ending 21st January.*—Rainfall 0·11. The weather is intensely cold. Wheat is germinating. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
FOREIGN DEPARTMENT.

KHORASSAN TRADE REPORT FOR 1897-98.

It has been explained in previous reports that statistics as to the trade of Khorassan are not obtainable. This report is therefore necessarily restricted to Meshed.

General Review of Trade.

The tabular statement showing the import and export of foreign goods to and from Meshed for the past five years, reveals that there was an increase in the year under report over the previous year of £40,733. This is due to the figures for the year 1896-97 being specially low, owing to the roads between India and Persia and Afghanistan and Persia having been closed for a considerable time on account of a scare caused by a fear of the Plague. Other reasons for this decrease were also detailed in the report last sent in. The year under report, as compared with the year 1895-96, shows a decrease of £68,885. There was, moreover, a decrease as compared with the years 1898-94 and 1894-95. From Russian territory, on the contrary, there has been a steady increase for some years as shown by the following figures:—

	£
1894-95	69,208
1895-96	86,929
1896-97	42,547
1897-98	121,279

This is no doubt due to the Transcaspian Railway, and the existence of a cart-road between Meshed and Ashkabad. The Russian frontier is, as compared with the Indian frontier, very close to Meshed, and there is a large demand for the produce of Khorassan in Transcaspia.

The figures giving the imports from Europe *via* Turkey and Tabriz show that the year under report was the best of the last five years. The imports from Afghanistan were up to the average. The total imports tend to show that Meshed imports are somewhat declining. The figures have, however, been obtained from native sources, and can only be regarded as approximate. The exports to Russian territory, as compared with those to India, are about double. The figures of the exports of foreign goods passing through Meshed into Afghanistan show a steady increase. The total exports have much increased during the last five years.

BRITISH IMPORTS.

Trade from India *via* Bombay and Bandar Abbas with Meshed appears to have increased. A considerable proportion passed through Meshed on its way

Imports from India.

to Russian territory. The figures given in the returns are approximate rather than accurate.

There has been a decrease in the imports of green tea during the year under report, as compared with the previous year; while black tea has been

Tea.

imported in largely increased quantities, nearly all the green tea comes from China through Bombay, a very small proportion being Indian. The black tea is chiefly Indian. Only tea of a cheap description can find a ready sale in Meshed, the better descriptions being too expensive. There is no demand for uncoloured Indian green tea in Meshed, but about 300 packages of 100 lbs. each pass through Meshed on their way to Russian territory. The amount of green tea which passed into Russia through Meshed has decreased, while the amount of black tea increased. This subject was dealt with *in extenso* in last year's reports.

The imports of indigo into Meshed have trebled. The increase appears to be accidental, and not to have been caused by anything abnormal. The indigo brought to Meshed is of an inferior quality produced by native growers

Indigo.



in Sukkur and Multan. There is no demand for the better descriptions such as are grown in Bengal.

The figures, as compared with the previous year, show a considerable increase in sheetings and longcloth, both bleached and unbleached. These articles have not yet been driven out of the market.

Sheetings, longcloth—bleached and unbleached.

Under the head Prints there has been a considerable decrease owing to Russian prints being cheaper and more attractive than those supplied by British firms. It was noted in last year's report that the Russian Government were granting a bounty on prints. Their command of the trade was enlarged on in that report and the reasons were given. Under the head "Miscellaneous piece-goods," there has also been a considerable decrease.

Cotton prints.

Large quantities of muslin were formerly imported to be sent on to Russia, but this year this commodity was only imported to the extent of £260. The Russians have manufactured muslin. In last year's report it was noted that it was imported into Central Asia *via* Batoum.

Muslin.

The imports of cotton yarn and twist have risen from £1,590 to £17,545. These commodities find great favour amongst the inhabitants of Khorassan for manufacture into country cloth of a rough quality. In 1895-96 and 1896-97 there was a great fall in this import. The figures have, however, again risen.

Cotton yarn and twist.

The import of drugs has risen from £154 to £2,100; the increase seems to have been due to an accumulation caused by the closing of the roads into Persia under the Russian plague regulations, otherwise there is no special reason why an unusual amount of drugs should have been imported. Most of these drugs are of Indian produce.

Drugs.

There is an increase under the head of coffee. It is said that there is an increase in the consumption of this article in Mehab and the district.

Coffee.

There was an increase also in spices, said to have been caused by a large quantity coming in directly the roads were opened after they had been closed in consequence of the rumours of approaching plague.

Spices.

Broadcloth was imported to the extent of £2,730; the importation of this article is said to be largely on the increase. Formerly broadcloth came *via* Turkey and Tabriz. The broadcloth coming from Bombay is of a finer quality and suits public taste better; an increase which has taken place in the import may be thus accounted for.

Broadcloth.

#### RUSSIAN IMPORTS.

With respect to articles imported from Russian territory it is noticeable that there has again been a considerable increase under the head of loaf-sugar and crystallised sugar. The increase over last year is said to be due to a certain extent to the increase in the custom of drinking tea sweetened to an extent which would be unpalatable in Europe. Other sugars are practically entirely ousted from the market. There is no competition between Russia and other countries with regard to sugar. This point has been noted in previous reports.

Sugar.

Piece-goods.

In piece-goods there was a small decrease for which no very special reason can be assigned.

There has been an increase in iron goods (chiefly rods) used for a variety of miscellaneous purposes. There has also been a large increase in steel sheets.

Iron goods and steel.

In glass and Chinaware there was a small increase. In the report submitted last year it was noted that Russian glass and China had ousted the manufactures of other countries.

Glass and Chinaware.



Formerly gold thread and lace was imported through Balkh to various parts of Afghanistan, but owing to heavy dues levied by the Amir these articles are now brought in through Russia and pass on through Meshed. This accounts for a large increase under this head.

Gold lace.

In paper there has been an increase, as is the case in vitriol, for which no specific reason can be assigned. Last year decreases under both heads were reported.

Paper, Vitriol.

An increased import of cotton yarn is reported. The Russians appear to be manufacturing this article with success.

Cotton yarn.

An increase in sack-cloth is accounted for by an increase in the export of wool to Russia, for the packing of which sack-cloth is required. This wool is not shown in these returns, as it goes from other parts of Persia without entering the town of Meshed.

Sack-cloth.

There has been an increase from £390 to £472 under this head. This is Chinese black tea, which is in some cases more appreciated by Persians of the higher classes than the Indian black tea. The increase under this head is not very considerable.

Tea.

With respect to the goods imported from Merv and Bokhara, the figures available show that there has been an increase from £1,729 to £4,997. The chief item is skins, the import of which has increased from £680 to £2,260, said to be due to the increase in the wearing of lamb-skin caps in Persia. There has also been an increase in the imports of hides to a considerable extent; they are much required for covering boxes containing opium which are exported to China.

Merv and Bokhara trade.

#### IMPORTS *via* TURKEY AND TEHRAN.

In the articles imported *via* Turkey, Tabriz and Tehran, there is an increase of £6,983. The chief increases are in piece-goods, mostly English cotton prints. There is also a large increase under the head of aniline dyes; extensively used in dyeing wool and silk. It is to be regretted that popular taste should occasion a demand for these dyes, which are of bad quality and inharmonious colours.

#### AFGHAN IMPORTS.

In the imports from Afghanistan there was an increase of £5,972. The general increase is probably due to the opening of the roads from Afghanistan which had been closed on the plea of plague. With respect to "barak" there was a considerable decrease owing to the Amir's preventing the export. In sheep and lamb skins there was a very large increase. These articles are largely bought by Russian merchants in Meshed. There was an increase in the import of pistachio nuts, due to the removal of a prohibition placed by the Amir on their export.

#### EXPORTS TO INDIA.

Exports to India *via* Yezd or Kirman have increased by £20,402. The chief increase was under the head of opium from £14,690 to £37,770. This was partly owing to a favourable opium harvest. Probably most of this opium is for China. Opium is very largely cultivated in Khorassan. The export of silk, both piece and raw, decreased, while there was an increase in asafoetida owing to a favourable harvest.



### EXPORTS TO RUSSIAN TERRITORY.

As regards the export of articles from Meshed to Russian territory the returns show that the exports were almost stationary, there being a decrease of only £867. There was a considerable increase in skins owing to the possibility of buying them cheaply in Meshed, while a ready demand is found in Russia. A large decrease in turquoises is noticeable, probably due to their being readily carried by pilgrims and travellers and not passing through the custom house.

### EXPORTS TO AFGHANISTAN.

The total of exports from Meshed into Afghanistan show a slight increase. The figures hardly call for special remark.

Revenue.	REVENUE OF KHORASSAN AND SEISTAN FOR 1897-98.			
	Khorassan.		Seistan.	
	Tumans.	Krams.	Shahis.	
Cash	621,359	8	11	(£124,268)
	Khurware.	Mans.	Seers.	
Grain	39,864	69	10	(Tons 11,540)
Chopped straw	5,067	13	25	( „ 1,468)
	Seistan.			
	Tumans.	Krams.	Shahis.	
Cash	15,364	6	...	(£3,073)
	Khurware.	Mans.	Seers.	
Grain	10,431	80	...	(Tons 3,082)
Chopped straw	800	...	...	( „ 86)

As large numbers of people have come from various places to reside at Meshed, it can be safely estimated that the population of this town was about 80,000 souls this year.

At present there are about 200 carpet-weaving looms. Each loom turns out in a year three carpets, each measuring, on an average, 5 zars long by 4 zars broad.

The length of the zar is 41½ inches. There is also a large number of carpet factories in Turshiz and Kain.

Baluch and Herat carpets, which are much appreciated at present, are exported in large numbers to foreign countries.

Formerly there were 1,200 looms for silk-weaving in Meshed, but at present there are not more than 250. The falling off is due to a rise in the value of raw silk and less demand for Meshed silks owing to aniline dyes being used.

There are also shawl-weaving factories and other factories for the manufacture of inferior articles for local consumption, such as glazed earthenware, glass, soap, candles, etc.

The turquoise mines at Nishabur are at present held by the Malik-ut-Tujjar of Khorassan (the head of the merchants) at an annual rent of 24,000 Tumans (£4,800). There is great uncertainty as to the continuity of the contracts, which is injurious to the mines. The outturn of the mines can only be a matter of estimate.



*Return of Articles Imported into Meshed from India via Bombay, Bandar Abbas and Kirman (or Yazd) during the year 1897-98.*

Articles.	VALUE.		PASSED ON TO RUSSIAN TERRITORY.	
	Persian currency.	Sterling.	Persian currency.	Sterling.
	Tumans.	£	Tumans.	£
Tea, green . . . . .	197,550	89,510	185,385	88,067
" black . . . . .	141,997	28,399	41,940	8,388
" (colour not specified) . . . . .	12,550	2,510	...	...
Indigo . . . . .	53,095	10,619	600	120
Sugar, loaf . . . . .	125	25	...	...
Sheetings (English and Indian) . . . . .	10,160	2,032	...	...
Longcloth, bleached (English and Indian) . . . . .	42,887	8,577	...	...
Longcloth, unbleached (English and Indian) . . . . .	15,600	3,120	...	...
Cotton prints . . . . .	3,450	690	...	...
Muslin . . . . .	1,300	260	...	...
Turkey reds . . . . .	4,050	810	...	...
Miscellaneous piece-goods . . . . .	11,450	2,290	28,840	5,868
Shawls . . . . .	4,000	800	...	...
Cotton yarn and twist . . . . .	87,725	17,545	...	...
Copper sheets . . . . .	13,330	2,666	...	...
Tin and lead . . . . .	3,315	663	...	...
China basin and Chinaware . . . . .	890	178	...	...
Becks . . . . .	3,050	730	...	...
Ginger, preserved . . . . .	4,245	849	...	...
Drugs . . . . .	10,500	2,100	1,750	350
Coffee . . . . .	850	170	...	...
Spices . . . . .	2,010	402	30	6
Glass beads . . . . .	600	120	...	...
Broadcloth . . . . .	13,650	2,730	...	...
Coloured glass panes . . . . .	150	32	...	...
Miscellaneous . . . . .	4,250	850	...	...
Brass sheets . . . . .	2,025	405	...	...
<b>TOTAL</b> . . . . .	<b>651,414</b>	<b>130,282</b>	<b>235,995</b>	<b>47,199</b>

NOTE.—Tumans 6 = £1 sterling.



*Return of articles imported into Meshed from Russian territory during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Sugar, loaf . . . . .	197,850	39,530
" crystallised . . . . .	95,976	19,195
Candles . . . . .	15,149	3,005
Kerosene oil . . . . .	29,428	5,885
Piece-goods (including broadcloth and cotton prints)	94,725	18,945
Iron, iron goods, nails, etc. . . . .	31,392	6,278
Steel . . . . .	1,727	345
Brass, brass-ware, and brass wire . . . . .	8,185	627
Glass and Chinaware . . . . .	53,375	10,855
Gold lace, etc. . . . .	6,800	1,381
Paper . . . . .	10,310	2,062
Glass panes and mirrors . . . . .	1,092	218
Lead and tin . . . . .	440	88
Sewing machines . . . . .	1,455	281
Vitriol . . . . .	5,758	1,151
Cochineal . . . . .	760	150
Cutlery, Haberdashery and fancy goods . . . . .	1,140	228
Matches . . . . .	705	141
Leather . . . . .	540	108
Cotton yarn . . . . .	4,350	870
" twist . . . . .	225	45
Sack-cloth . . . . .	11,800	2,360
Cigarettes and Tobacco . . . . .	2,760	552
Chairs . . . . .	200	40
Wooden spoons . . . . .	20	4
Miscellaneous . . . . .	7,684	1,536
Russian tea . . . . .	2,260	472
<b>TOTAL</b> . . . . .	<b>681,551</b>	<b>110,282</b>
<b>GOODS IMPORTED FROM MERV AND BOKHARA.</b>		
Carpets . . . . .	1,950	390
Camel-hair cloth . . . . .	1,200	240
Hides . . . . .	3,195	639
Skins . . . . .	11,300	2,260
Leather . . . . .	4,200	840
Silk piece . . . . .	1,800	378
Pumpkin seeds . . . . .	500	100
Horse clothing . . . . .	150	30
Saddlery . . . . .	150	30
Miscellaneous . . . . .	450	90
<b>TOTAL</b> . . . . .	<b>24,985</b>	<b>4,997</b>
<b>GRAND TOTAL</b> . . . . .	<b>606,566</b>	<b>121,279</b>

NOTE.—Tuman 5 = £1 sterling.



*Return of articles imported into Meshed via Turkey, Tabriz and Tahrán during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Broadcloth . . . . .	22,450	5,890
Piece-goods of sorts . . . . .	75,020	15,004
Matches . . . . .	968	193
China and glassware . . . . .	3,500	700
Cutlery, watches, fancy goods, etc. . . . .	7,800	1,560
Gold lace . . . . .	800	160
Glass beads . . . . .	2,050	410
Dye . . . . .	7,800	1,560
Cigarette paper . . . . .	400	80
Cochineal . . . . .	2,150	430
Miscellaneous . . . . .	1,200	240
Woollen Tape . . . . .	700	140
Books . . . . .	1,850	276
Looking glass . . . . .	150	30
<b>Total</b> . . . . .	<b>183,365</b>	<b>28,673</b>

NOTE.—Tuman 5=£. sterling.

*Return of articles imported into Meshed from Afghanistan during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Postins . . . . .	4,760	952
Barak . . . . .	2,425	485
Carpets . . . . .	9,075	1,815
Wool . . . . .	650	130
Sheep and lamb skins . . . . .	84,500	6,900
Pistachios . . . . .	6,045	1,209
Seeds * . . . .	55	11
Manna . . . . .	1,230	246
Opium . . . . .	225	45
Miscellaneous . . . . .	625	127
Beads . . . . .	250	50
Commim seeds . . . . .	390	78
Medicine . . . . .	650	130
<b>Total</b> . . . . .	<b>60,600</b>	<b>12,178</b>

NOTE.—Tuman 5=£1 sterling.



*Return of articles exported from Meshed to India via Yezd (or Kirman) and Bender Abbas during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Silk (piece) . . . . .	2,400	450
Silk (raw) . . . . .	875	76
Opium . . . . .	188,850	37,770
Asafoetida . . . . .	1,900	380
Wool . . . . .	1,200	240
Pistachios . . . . .	2,670	534
Miscellaneous . . . . .	2,660	532
Cammin seeds . . . . .	150	30
Almonds . . . . .	210	42
TOTAL . . . . .	200,415	40,085

*Note.*—Tuman 5=£1 sterling.*Return of articles exported from Meshed to Russian territory during the year 1897-98.*

Articles.	VALUE.	
	Persian currency.	Sterling.
	Tumans.	£
Wool . . . . .	54,207	10,841
Cotton . . . . .	820	64
Almonds . . . . .	90	18
Fresh and dried fruits . . . . .	7,250	1,450
Tobacco . . . . .	545	109
Shawls . . . . .	59,300	11,860
Carpets . . . . .	44,079	8,815
Skins . . . . .	76,740	15,348
Silk (piece) . . . . .	1,600	320
Turquoises . . . . .	2,000	400
Walnuts . . . . .	120	24
Leather . . . . .	19,985	3,997
Country cloth and prints . . . . .	65,940	13,188
Postins . . . . .	900	180
Country shoes . . . . .	100	20
Miscellaneous . . . . .	64,097	12,819
TOTAL . . . . .	897,278	79,453

*Note.*—Tuman 5=£1 sterling.



## Return of articles exported from Meshed to Afghanistan during the year 1897-98.

Articles.	Value.	
	Persian currency.	Sterling.
	Tumans.	£
Sugar, candied . . . . .	832	166
Silk, raw and piece . . . . .	375	75
Miscellaneous . . . . .	4,538	908
<b>TOTAL</b> . . . . .	<b>5,745</b>	<b>1,149</b>
<b>FOREIGN GOODS PASSING THROUGH MESHED TO AFGHANISTAN.</b>		
Piece-goods . . . . .	52,400	10,480
Sugar, loaf . . . . .	13,869	2,773
" crystallised . . . . .	4,004	800
Iron and steel . . . . .	299	60
Candles . . . . .	1,734	346
Cutlery, haberdashery and fancy goods . . . . .	312	62
Kerosine oil . . . . .	427	85
Drugs . . . . .	80	16
Miscellaneous . . . . .	2,010	402
Tea, green . . . . .	300	60
" colour not specified . . . . .	3,850	770
<b>TOTAL</b> . . . . .	<b>79,285</b>	<b>15,854</b>
<b>GRAND TOTAL</b> . . . . .	<b>85,030</b>	<b>17,003</b>

NOTE.—Tumans 5 = £1 sterling.

## Tabular statement showing totals of imports and exports of Foreign goods to and from Meshed for five years 1893-94 to 1897-98.

Imports or Exports.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	REMARKS.
	£	£	£	£	£	Goods imported from India which passed on to Russian territory.
<b>Imports.</b>						
From India (and Bombay and Bandar Abbas).	106,406	313,123	190,167	89,547	120,282	
" Russian territory . . . . .	72,394	69,208	36,919	92,547	121,279	
" Europe (and Turkey and Tabriz). . . . .	18,480	19,623	24,160	16,740	26,672	
" Afghanistan . . . . .	12,115	13,479	11,349	6,206	12,179	
<b>Total Imports</b> . . . . .	<b>207,405</b>	<b>415,433</b>	<b>222,595</b>	<b>205,040</b>	<b>280,412</b>	
<b>Exports.</b>						
To India . . . . .	8,428	6,871	23,269	19,681	40,068	
" Russian territory . . . . .	27,750	24,463	67,889	60,320	79,442	
" Afghanistan . . . . .	860	916	808	2,379	1,149	
" ditto . . . . .	2,317	3,806	11,760	12,684	15,854	Foreign goods that passed through Meshed.
<b>Total Exports</b> . . . . .	<b>40,355</b>	<b>41,056</b>	<b>103,926</b>	<b>115,074</b>	<b>136,513</b>	
<b>Total Imports and Exports</b> . . . . .	<b>247,760</b>	<b>456,489</b>	<b>326,521</b>	<b>320,114</b>	<b>416,925</b>	

NOTE.—Tumans 5 = £1 sterling.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	14'45	15'3	32'3	34	...	...	...	...	...	...	...	...
Tavoy . . . . .	13'6	17	30'1	38'25	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	17	13'6	51	51	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	14'11	16'15	37'74	41'65	70'33	91'8	...	...	...	...	...	...
Thongwa . . . . .	...	...	51	55'45	...	...	...	...	...	...	...	...
Bassein . . . . .	13'3	13'6	51	43'5	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Hamad . . . . .	13'26	14'62	38'08	42'67	...	...	...	...	...	...	...	...
Toungoo . . . . .	13'6	19'35	40'6	34'4	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	13'51	18'02	40'61	55'25	29'07	73'76	...	...	...	...	...	...
Bamo . . . . .	11'05	...	42'5	...	...	...	...	...	...	...	...	...
Pahokku . . . . .	17	17	40'8	51	...	...	...	...	...	...	10'8	28'7
<i>Arahan—</i>												
Kyaukpada . . . . .	11'0	13'6	25'5	27'3	...	...	...	...	...	...	...	...
Akyab . . . . .	17	17	34	34	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Barakaputra—</i>												
Goalpara . . . . .	25	20	26'25	40	...	...	...	...	...	...	...	...
Goalpara . . . . .	...	...	28'12	100	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	30	30	28'75	40'25	...	...	15	25	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	30	30'5	...	...	...	...	...	...	...	...
Cakutta . . . . .	...	...	32'5	45	27'5	42'5	...	...	21'25	30	30	20
<i>Central—</i>												
Hardwar . . . . .	...	...	30	33'75	...	...	...	...	...	...	...	...
Pahar . . . . .	...	...	21'25	34'37	30'56	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	25	40	35	30	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	28'66	29'06	32'81	49'06	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19'06	25'12	16'87	32'5	...	...	10	24'37	8'75	14'37
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	21'09	28'30	23'5	35'16	...	...	14'27	39'53	...	...
Muzaffarpur . . . . .	...	...	26'56	28'50	25	26'25	...	...	11'41	28'50	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	19'27	25'78	36'75	23'7	39'79	28'69	45'16	14'24	20'83	15'47	24'06
<i>Central—</i>												
Cannara . . . . .	13'8	19'06	25	26'33	28'55	37'10	27'13	40	13'33	22'24	14'06	20'26
Jhansi . . . . .	14'24	22'19	32'03	40'90	26'41	37'19	30'42	43'75	15'21	23'40	13'8	18'18
<i>Western—</i>												
Meerut . . . . .	...	...	33'33	...	21'61	28'50	23'78	...	16'69	...	15'90	...
Agra . . . . .	...	...	35	44'27	23'12	38'12	28'75	...	12'5	20'47	13'12	19'53
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	13'8	21'04	23'18	31'06	20'52	33'33	...	...	11'09	21'3	...	21'04
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	13'13	21'3	26'15	40	21'56	26'23	26'3	40	11'87	25	14'27	21'53
<i>Northern—</i>												
Fyzabad . . . . .	18'47	20'47	29'69	...	21'25	39'01	...	...	...	29'58	...	...

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAOI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
												<b>Burma—</b>
												<i>Tenasserim—</i>
												Mergul.
												Tavoy.
												Moulmein and Amherst.
						35'7	75'1					<i>Pegu (deltaic)—</i>
												Rangoon.
												Thongwa.
												Bassein.
												<i>Pegu (inland)—</i>
												Henada.
												Toungoo.
						35'36	90'05					<i>Upper Burma—</i>
												Mandalay.
												Bamo.
												Pakokko.
												<i>Arakan—</i>
												Kyaukpada.
												Akyah.
												<b>Assam—</b>
												<i>Brahmaputra—</i>
												Goalpara.
												Garhat.
												<b>Bengal—</b>
						30	33					<i>Eastern—</i>
						35	33'75	35	62'5	400	400	Chittagong.
										420	330	Dacca.
												<i>Deltaic—</i>
										315	330	Midnapur.
33'75	30			15	25	22'5	42'5	30	40	340	330	Calcutta.
						15	45	31'25	38'75	290	300	<i>Central—</i>
						24'06	50	18'12	37'5	350	360	Bardwan.
												Pabna.
				15	25	18'5	80	40	70	340	330	<i>Northern—</i>
												Rangpur.
						28'5	30'47	17'07	35'78	350	341'25	<i>Orissa—</i>
												Cuttack.
		10	15'62	10	19'06	15'62	35'62	15'60	32'5	370	360	<i>Bihar, south—</i>
												Patna.
				9'84	19'24	17'5	37'02	49'84	45	310	301'25	<i>Bihar, north—</i>
		14'53	26'35	15'91	30	18'12	36'87	26'36	50'56	320	265'56	Bhagalpur.
												Muzaffarpur.
												<b>N.W. Province—</b>
17'5	26'46			15'28	22'02	16'35	40'78	24'84	34'95	325'78	265'40	<i>Eastern—</i>
												Benares.
14'79	32'24			11'09	20	17'4	27'19	22'24	31'61	275'28	253'99	<i>Central—</i>
10'36	18'38			12'5	17'19	16'87	36'87	23'28	40'99	252'5	230	Causpore.
												Jhansi.
19'43				15'68		20	36'56			297'66		<i>Western—</i>
15	21'09			12'12		17'5	35'62	23'75	33'38	265	272'5	Morut.
												Agre.
13'8	32'5					15'83	46'90			320	250	<i>Subsontane, west—</i>
												Shahjahanpur.
												<b>Oudh—</b>
14'83	25'18			12'86	24'06	19'74	42'08	21'36		300	280	<i>Southern—</i>
												Lucknow.
15'04					25'94		37'10			285	255'62	<i>Northern—</i>
												Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	GOL.		SALT.		TOBACCO LEAF.		TURNERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	200	190	200	200	200	200	200	200	200	200	200	200
Tavoy . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Moulmein and Amherst	200	200	200	200	200	200	200	200	200	200	200	200
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Thongwa . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Bassien . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
<i>Pegu (inland)—</i>												
Henzada . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Toungoo . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
<i>Upper Burma—</i>												
Maddalay . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Bamo . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Pakokku . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
<i>Arakan—</i>												
Kyaukpada . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Akyab . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
<b>Annam—</b>												
<i>Dragonpura—</i>												
Calipara . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
Chauhati . . . . .	200	200	200	200	200	200	200	200	200	200	200	200
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	200	200	36'25	40	100	100	200	200	200	200	200	200
Dacca . . . . .	200	200	30'25	37'5	70	65	200	200	200	200	200	200
<i>Deltaic—</i>												
Midnapore . . . . .	200	200	35	36'87	62'5 and 82'5	47'5 and 62'5	200	200	200	200	1'61 to 2'34	1'48 to 5'62
Calcutta . . . . .	200	200	33'75	38	60	70	200	200	200	200	8'75 to 6'3	5'62 to 7'5
<i>Central—</i>												
Bardham . . . . .	200	200	33'12	35	200	200	200	200	200	200	3'75 to 7'5	8'5 to 7'5
Pabna . . . . .	200	200	38'75	38'56	75	70	200	200	200	200	200	200
<i>Northern—</i>												
Rangpur . . . . .	200	200	40	40	80	50	200	200	200	200	3'75 to 17(0)	5 to 17(2)
<i>Orissa—</i>												
Cuttack . . . . .	200	200	30	32'25	45	65	200	200	200	200	5'57 to 5'56	5'75 to 2'84
<i>Bihar, south—</i>												
Patna . . . . .	200	200	35	36'25	30	30	200	200	200	200	2'5 to 3'12	2'5 to 5'75
<i>Bihar, north—</i>												
Bhagalpur . . . . .	200	200	38'75	36'12	40	40	200	200	200	200	200	200
Muzaffarpur . . . . .	200	200	36'25	36'25	100	100	200	200	200	200	200	200
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	34'17	54'95	200	200	200	200	200	200	200	200	200	200
<i>Central—</i>												
Cawnpore . . . . .	40	40	200	200	57'5	65	115	100	200	200	200	200
Jhansi . . . . .	200	50	200	200	200	200	200	200	200	200	200	200
<i>Western—</i>												
Ameer . . . . .	38'07	200	200	200	200	200	125'07	200	200	200	200	200
Agra . . . . .	38'75	44'53	200	200	40 to 80	200	100	200	5	200	3'33	200
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	200	200	200	200	200	200	130 and 132'5	115 to 125	200	200	200	200
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	33'33	50	200	200	72'5	75	200	200	2'86	5'23	4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	30'78	200	200	200	200	200	200	200	200	200	200	200

(a) Per bundle.







## WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898—continued.

Districts.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	35'33	33'33	...	...	29'63	40'99	...	...	21'09	23	18'12	23'33
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'35	23'75	40	30	21'04	24'37	26'67	36'87	12'5	23'60	15'35	23'12
<i>Central—</i>												
Lahore . . . . .	16'67	22'43	30'83	57'34	21'33	23'06	25'33	37'84	21'3	27'08	13'26	22'86
<i>South-eastern—</i>												
Delhi . . . . .	21'04	25	30'72	26'35	22'24	33'37	26'67	42'08	15'35	21'01	16'3	20
<i>Submontane—</i>												
Amritsar . . . . .	16'67	26'59	33'33	47'03	20	23'33	25	36'35	11'41	...	...	23'54
<i>Northern—</i>												
Rawalpindi . . . . .	17'4	30	47'66	57'45	23'10	36'35	26'25	40	12'5	23	11'25	26'67
<i>Western—</i>												
Multan . . . . .	12'97	19'06	24'22	40	24'58	39'06	30'72	43'23	15'99	25'76	14'70	25'78
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	40	44'06	28'75	43'12	...	...	18'73	28'44	16'23	23'59
Shikarpur . . . . .	...	...	...	...	25'16	35'47	...	...	15'16	22'3	15'44	19'37
Quetta . . . . .	...	...	...	...	26'25	41'87	60	65	21'25	30	17'5	34'5
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	30'36	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	41'67	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	35'78	...	...	...	...	...	...	...	...	...	18'18	...
Dhulia . . . . .	...	...	...	...	31'04	...	...	...	...	...	15'26	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	34'58	...	...	...	...	...	17'29	...
Ahmadabad . . . . .	...	27'19	31'98	...	33'33	60	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	27	31	26	39	33'31	36	...	...	17'32	23
<i>Central—</i>												
Jubbulpore . . . . .	20	...	20	27'56	25	37'19	27'26	43'23	...	...	14'31	19'06
<i>Eastern—</i>												
Raipur . . . . .	...	...	22'5	32	29	40	31	33	...	...	...	...
<b>Berar—</b>												
Bhim . . . . .	...	...	...	...	32'41	50	...	...	...	...	14'5	22'59
Ellichpur . . . . .	...	...	66'66	80	40	53'33	50	68'63	...	...	16	28'57
Amritoti . . . . .	...	...	40	30	26'26	53'12	44'44	61'23	...	...	14'81	30'78
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	23'71	28'75
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15	35'23
<i>Cuddapah</i>												
Kartal . . . . .	21'73	28'72	40	46'87	...	...	...	...	...	...	18'12	30
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	25	28'73	40	45'62	...	...	...	...	...	...	...	...
Tanjore . . . . .	23'75	28'12	40'62	51'87	...	...	...	...	...	...	...	...
Tiruchinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Mudra . . . . .	...	...	...	...	...	...	...	...	...	...	23'12	25'62
<b>Mysore—</b>												
Mysore . . . . .	23'4	25'33	40'22	43'28	47'51	58'28	54'86	101'48	...	...	18'29	21'93
Bangalore . . . . .	23'5	20'58	47	34'37	51	59'8	54'02	84'88	...	...	25	24'5



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RACI.		MAIZE.		GRAM.		ANJAR DAL.		GNI.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
24'06	29'53	...	...	20	24'23	24'06	42'08	...	...	336'87	336'87	Rajputana— Eastern— Ajmer.
19'82	23'18	...	...	15'36	22'5	16'67	34'37	36'33	37'5	300	325	Punjab— Southern— Ferozpur.
19'74	24'58	...	...	14'27	22'86	18'12	34'74	32'29	54'22	336'87	336'87	Central— Lahore.
18'78	21'61	...	...	14'53	19'53	19'53	35'33	27'6	53'33	300	306'82	South-eastern— Delhi.
...	...	...	...	...	24'23	15'59	33'33	...	...	...	...	Submontane— Amritsar.
18'12	26'67	...	...	15'31	25	18'75	39'06	34'37	37'13	278'28	298'94	Northern— Rawalpindi.
15'99	28'54	...	...	14'29	25'78	20'47	37'19	...	...	320	320	Western— Multan.
30	27'5	...	...	...	...	22'5	39'06	...	67'5	345	350	Sind and Baluchistan— Kacachi, Shikarpur.
...	...	...	...	29'5	33'12	...	...	47'5	...	330	330	Quetta.
15'42	30'99	...	...	...	...	23'38	27'35	...	...	...	...	Bombay— Deccan— Dharwar, Sholapur, Poona.
19'37	28'75	...	...	...	...	23'44	...	...	...	...	...	Khander— Ahmednagar, Dhule.
18'38	...	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat, Ahmedabad.
25'71	27'5	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	24	41	26	52	335'31	318	Central— Jubbulpore.
...	...	...	...	...	...	16'69	34'73	25	150	260	242'5	Eastern— Raipur.
...	...	...	...	...	...	18	30	22	60	265	270	Berar— Bhim, Ellichpur, Amkoti.
35	40	...	...	...	...	30'78	33'33	30'78	61'5	360	330	Madras— South, central— Coimbatore, Salem.
16'56	36'56	...	...	...	...	25	50	28'37	36'87	300	300	Central— Bellary.
18'75	21'87	...	...	...	...	39'37	60	...	...	380'62	400	Cuddapah, Karnul.
...	...	21'23	22'5	...	...	...	...	...	...	333'75	368'12	East Coast, central— Nellore.
...	...	...	...	...	...	29'37	65'75	...	...	270	411'87	East Coast, south— Madras, Tanjore, Trichinopoly.
...	26'87	...	...	...	...	...	...	...	...	258'12	333'12	Southern— Madras.
...	...	27'5	32'5	...	...	...	...	28'12	37'5	...	...	Mysore— Mysore, Bangalore.
...	...	...	...	...	...	31'87	60	...	...	220'62	393'37	
...	...	20'62	23'12	...	...	...	...	...	...	...	...	
35	37'5	...	...	...	...	...	...	31'25	31'25	...	...	
...	...	25'11	22'33	...	...	18'47	26'87	74'06	78'17	354	331'87	
...	...	27'5	32'46	...	...	29'5	39'2	52	65'86	304	411'5	



## WHOLESALE PRICES FOR THE 1st HALF OF DECEMBER 1897 AND 1898—continued.

Districts.	GŌA.		SALT.		TOBACCO LEAF.		TURMERIC.		GRAIN.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Bastern—</i>												
Ajmere . . . . .	52'33	30	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	130	3'28	5	3'28	3'60
<i>Central—</i>												
Lahore . . . . .	...	...	...	...	53'35	57'13	100'31	114'27	6'67	...	4'43	5'67
<i>South-eastern—</i>												
Delhi . . . . .	...	...	...	...	80	80	123'07	128'97	7'97	5'73	6'67	8'95
<i>Submontane—</i>												
Amritsar . . . . .	...	...	...	...	36'25	...	...	...	...	...	4'01	5'21
<i>Northern—</i>												
Rawalpindi . . . . .	...	...	...	...	40	40	130	88'75	5'33	5	5	6'67
<i>Western—</i>												
Multan . . . . .	...	...	...	...	100	100	145'42	135'33	3'07	...	5	6'67
<b>Sind and Baluchistan—</b>												
<i>Karachi</i>	...	80	...	...	180	180	140	102'5	...	...	...	...
Shikarpur . . . . .	...	42'5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<i>Deccan—</i>												
Udhampur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	59'11	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	60'09	64'9	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Jabalpur . . . . .	...	...	39	38'56	50	60	120	180	...	...	...	...
<i>Eastern—</i>												
Raipur . . . . .	...	...	40	42	130	180	130	120	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'25	...	...	...	...
Amritsar . . . . .	...	...	...	...	120	200	125	105	31'6	3	...	...
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	51'85	71'87	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	...	...	...	...	120	121'85	82'57	51'87	...	...	6'25	6'87
<i>Central—</i>												
Bellary . . . . .	55'62	63'12	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Karnul . . . . .	...	...	...	...	52'5	66'87	107'5	69'27	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	5	5
<i>East Coast, south—</i>												
Madras . . . . .	57'5	60'5	...	...	140	131'87	93'75	57'5	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tiruchinopoly . . . . .	...	...	...	...	118'12	118'12	...	...	...	...	...	...
<i>Southern—</i>												
Madras . . . . .	...	...	...	...	116'87	111'87	...	...	...	...	4'37	5'62
<b>Mysore—</b>												
Mysore . . . . .	67'75	68'55	...	...	374	374	140'25	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	68'5	68'55	...	...	342'75	342'75	110'04	85'69	8'25	3'5	10'5	13'71

(a) Per 100 pulles weighing on an average 150 lbs.



The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BUDRA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLUGH BULLOCKS, PER PAIR.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
3'51	5	---	---	140	140	---	---	80	80	Rajputana— Eastern— Ajmere.
3'96	3'12	---	---	50	50	---	---	75	75	Punjab— Southern— Ferozepur.
---	6'57	---	---	100	100	---	---	112'5	105	Central— Lahore.
7'97	5	---	---	60	60	---	---	125	125	South-eastern— Delhi.
---	---	---	---	---	---	---	---	---	---	Submontane— Amritsar.
3'33	6'67	---	---	50	55	---	---	60	60	Northern— Rawalpindi.
5	3'33	---	---	50	50	---	---	70	70	Western— Multan.
---	---	---	---	---	---	---	---	---	---	Sind and Baluchistan— Karachi. Shikarpur.
---	---	7'81 and 8'44	9'17	40 to 140	40 to 140	---	---	---	---	Quetta.
---	---	---	---	---	---	---	---	---	---	Bombay— Deccan— Dharmar. Sholapur. Poona.
---	---	---	---	---	---	---	---	---	---	Khandesh— Ahmadnagar. Dhulia.
---	---	---	---	---	---	---	---	---	---	Gujarat— Surat. Ahmadabad.
---	---	---	---	---	---	---	---	---	---	Central Provinces— Western— Nagpur.
---	---	---	---	50	60	---	---	20	70	Central— Jubbulpore.
---	---	---	---	40	40	---	---	42	35	Eastern— Raipur.
---	---	---	---	---	---	---	---	---	---	Berar— Rahim. Ellichpur. Amrathi.
---	---	---	---	50	50	---	---	50	60	Madras— South, central— Coimbatore. Salem.
---	---	---	---	80	80	---	---	80	80	Central— Bellary. Chikmagalur. Kannur.
---	---	---	---	100	120	---	---	120	140	East Coast, central— Nellore.
---	---	---	---	---	---	---	---	---	---	East Coast, south— Madras. Tanjore. Trichinopoly.
---	---	---	---	55	55	---	---	55	55	Southern— Madras.
---	---	---	---	---	---	---	---	---	---	Mysoore— Mysoore. Bangalore.
---	---	---	---	100	100	---	---	70	70	
---	---	---	---	200	160	---	---	160	120	

FINANCE AND COMMERCE DEPARTMENT.

January 25, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898. (The figures represent

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLIN (Sorghum vulgare).		BAJRA OR KUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergoi . . . . .	...	...	...	...	12 —	12 —	12 14	12 14	...	...	...	...
Taroy . . . . .	...	...	...	...	13 7	13 8	13 13	15 5	...	...	...	...
Monksein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<b>Pegu (deltaic)—</b>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Kangoon . . . . .	9 4	9 8	...	...	10 12	11 4	13 8	14 12	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 7	11 7	11 15	12 15	...	...	...	...
Basson . . . . .	...	...	...	...	13 —	12 6	13 9	13 9	...	...	...	...
<b>Pegu (inland)—</b>												
Tharawadi . . . . .	...	...	...	...	12 5	12 5	16 7	16 7	...	...	...	...
Henzada . . . . .	...	...	...	...	13 14	14 4	13 14	14 4	...	...	...	...
Ponne . . . . .	...	...	...	...	9 3	9 15	13 4	13 4	...	...	...	...
Tongco . . . . .	...	...	...	...	13 3	13 3	14 14	14 14	...	...	...	...
Thayelmyo . . . . .	13 6	13 6	...	...	11 10	11 3	15 5	13 12	39 3	39 3	...	...
<b>Upper Burma—</b>												
Mandalay . . . . .	14 10	17 9	...	...	13 13	11 13	12 13	12 13	...	...	...	...
Bano . . . . .	...	...	...	...	10 3	10 3	13 6	13 6	...	...	...	...
Kakakha . . . . .	...	...	...	...	11 12	12 12	12 12	13 12	49 3	55 8	...	...
Meikha . . . . .	...	...	...	...	13 2	13 2	15 5	15 5	56 14	28 7	...	...
<b>Arakan—</b>												
Saunway . . . . .	...	...	...	...	16 12	16 4	21 —	24 11	...	...	...	...
Kyaukse . . . . .	...	...	...	...	12 4	12 4	13 4	13 5	...	...	...	...
Amyah . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<b>Sarim—</b>												
Sylhet . . . . .	...	...	...	...	11 —	10 8	12 12	13 4	...	...	...	...
Cachar . . . . .	8 6	8 6	...	...	7 34	6 14	10 —	10 11	...	...	...	...
<b>Hill tracts—</b>												
Khasi and Jaintia Hills . . . . .	5 —	5 —	...	...	5 2	5 —	6 10	6 8	...	...	...	...
Lura Hills . . . . .	...	9 —	...	...	4 —	4 —	10 —	15 —	...	...	...	...
Mamrup . . . . .	...	...	...	...	27 —	20 —	33 —	34 —	...	...	...	...
<b>Brachmaputra—</b>												
Goalpara . . . . .	20 —	19 —	...	...	6 —	6 —	14 —	14 —	...	...	...	...
Kailash . . . . .	9 —	9 —	...	...	9 3	9 —	14 —	13 8	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	10 —	8 —	13 —	12 —	...	...	...	...
Hoongong . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
Bitangar . . . . .	...	...	...	...	6 —	6 5	13 —	13 —	...	...	...	...
Lakompur . . . . .	7 8	8 —	...	...	6 —	6 —	14 —	12 4	...	...	...	...
<b>Bengal—</b>												
<b>Eastern hill tracts—</b>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 8	12 8	...	...	...	...
<b>Eastern—</b>												
Kachhganj . . . . .	...	...	...	...	12 4	12 —	13 4	13 6	...	...	...	...
Noakhali . . . . .	...	...	...	...	13 —	17 8	10 —	10 8	...	...	...	...
Chittagong . . . . .	...	...	...	...	10 10	11 —	18 —	18 —	...	...	...	...
Tippora . . . . .	...	...	...	...	12 —	12 —	14 —	14 —	...	...	...	...
Unica . . . . .	13 —	13 —	20 —	26 —	13 5	13 —	18 13	20 —	...	...	...	...
Mamunpore . . . . .	12 8	13 8	10 —	10 —	12 —	14 —	19 —	19 —	...	...	...	...
<b>Dacca—</b>												
Khulna . . . . .	...	...	...	...	13 —	14 —	16 —	20 —	...	...	...	...
24-Fargana . . . . .	...	...	...	...	8 —	8 —	13 12	13 6	...	...	...	...
Midnapur . . . . .	12 —	12 —	...	...	12 —	12 —	18 —	18 —	...	...	...	...
Howrah . . . . .	...	...	...	...	12 —	12 —	18 —	18 —	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	17 12	10 —	9 14	13 8	13 —	...	...	...	...
Hooghly . . . . .	14 —	12 —	...	...	5 —	7 8	14 —	13 —	17 12	18 3	15 —	14 8
Bottle (Khabbagarh) . . . . .	14 8	13 8	...	...	6 2	6 2	14 —	13 —	...	...	...	...
Patna . . . . .	10 —	11 —	10 —	12 —	11 7	10 8	16 —	16 —	...	...	...	...
Bandpur . . . . .	17 —	19 —	20 —	18 —	6 —	8 —	19 —	20 —	...	...	...	...



the number of aers (of 80 talas) and chittas sold for one rupee.)

MARWA, OR RAJASTHANI (Sesuvium portulacastrum).		KANDLI OR KARUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, RADALAT OR BUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR KURMA, CADJAN PNA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	...	...	...	...	...	...	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Arakan.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (deltic)—
...	...	...	...	...	...	...	...	...	...	...	...	Pegu.
...	...	...	...	...	...	...	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bhamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (inland)—
...	...	...	...	...	...	...	...	...	...	...	...	Tharawadi.
...	...	...	...	...	...	...	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Pyaw.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmye.
...	...	...	...	...	...	...	...	...	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokko.
...	...	...	...	...	...	...	...	...	...	...	...	Mektila.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	...	...	Sandoway.
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukse.
...	...	...	...	...	...	...	...	...	...	...	...	Ayab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	...	...	...	...	...	...	...	...	Hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	...	...	...	...	...	...	...	...	Brakmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Kamrup.
...	...	...	...	...	...	...	...	...	...	...	...	Darrang.
...	...	...	...	...	...	...	...	...	...	...	...	Nowgong.
...	...	...	...	...	...	...	...	...	...	...	...	Sivasagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Bacherganj.
...	...	...	...	...	...	...	...	...	...	...	...	Noakhali.
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	...	...	...	...	...	...	...	...	Delaware—
...	...	...	...	...	...	...	...	...	...	...	...	Khalna.
...	...	...	...	...	...	...	...	...	...	...	...	24 Parganas.
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Howrah.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	...	...	Hooghly.
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Kishoreganj).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Barisal.

\* Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		KHYA OR COUVA (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Bengal—continued.</b>												
<b>Central—</b>												
Bankura . . . . .	13 12	13 12	—	—	13 12	13 12	19 8	21 4	—	—	—	—
Bardwan . . . . .	14 8	14 8	—	—	11 —	11 —	20 —	19 —	—	—	—	—
Birbhum . . . . .	14 5	15 —	—	—	12 —	12 —	18 —	18 —	—	—	—	—
Murshidabad . . . . .	18 — and 20 —	18 —	27 —	—	13 —	13 — and 15 —	17 — and 18 —	17 8	—	—	—	—
Sesthal Parganas . . . . .	14 8	13 8	30 —	20 —	13 4	13 4	23 —	21 8	—	—	—	—
Pobna . . . . .	15 —	15 —	22 8	22 8	6 8	6 8	13 12	12 6	—	—	—	—
Hogra . . . . .	13 —	15 —	—	—	6 4	6 4	24 —	24 —	—	—	—	—
Rajshahi . . . . .	18 12	18 —	26 4	24 —	13 8	13 —	19 8	17 4	—	—	—	—
Malda . . . . .	16 —	18 —	—	—	10 —	10 —	16 —	17 —	—	—	20 —	—
<b>Northern—</b>												
Rangpur . . . . .	11 —	11 —	—	—	8 —	7 8	15 —	15 —	—	—	—	—
Dinajpur . . . . .	16 —	16 —	—	16 —	13 5	11 4	19 —	16 12	—	—	—	—
Jalpaiguri . . . . .	12 —	12 —	—	—	5 —	5 6	13 —	14 —	—	—	—	—
<b>Hills—</b>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 4	5 4	16 —	15 —	—	—	—	—
<b>Orissa—</b>												
Puri . . . . .	10 6	10 —	—	—	8 6	9 3	17 2	17 8	—	—	—	—
Cuttack . . . . .	11 3	11 15	—	—	10 6	10 8	15 12	16 6	—	—	—	—
Balasore . . . . .	13 —	13 —	10 8	10 8	14 —	14 —	18 —	18 —	—	—	—	—
<b>Chota-Nagpur—</b>												
Baghburna . . . . .	8 —	8 —	—	—	16 —	16 —	20 —	20 —	—	—	—	—
Manikpur . . . . .	13 5	13 —	16 —	20 —	11 8	11 —	24 —	20 —	—	—	—	—
Lohardaga . . . . .	10 —	10 —	18 —	16 —	10 —	10 —	19 —	19 —	—	—	—	—
Palamau . . . . .	12 —	12 —	20 6	30 6	13 —	13 —	20 —	20 4	—	—	—	—
Hazaribagh . . . . .	16 —	13 — and 14 8	27 —	22 —	8 —	8 —	17 12	17 8	—	—	—	—
<b>Bihar, south—</b>												
Monghyr . . . . .	18 —	18 —	28 —	22 —	10 8	10 8	16 —	14 —	—	—	—	—
Gaya . . . . .	18 —	16 8	32 —	27 —	11 —	11 —	20 —	19 8	25 —	26 —	—	—
Patna . . . . .	23 —	20 —	32 —	31 —	14 —	15 —	20 —	21 —	43 —	—	—	—
Shahabad . . . . .	18 — and 19 —	18 — and 19 —	32 —	—	10 — and 12 —	10 — and 12 —	17 —	16 —	—	—	—	—
<b>Bihar, north—</b>												
curves . . . . .	17 —	19 —	—	—	12 — and 16 —	12 — and 16 —	20 —	20 —	—	—	—	—
Bhagalpur . . . . .	17 12	16 8	27 12	28 —	11 6	12 —	19 —	19 —	—	—	—	—
Madhubani . . . . .	16 —	16 —	30 8	19 —	11 —	11 —	18 —	18 —	—	—	—	—
Arwal . . . . .	16 —	16 —	35 —	25 —	8 —	7 —	15 —	15 —	—	—	—	—
Siwan . . . . .	17 8	17 —	27 8	25 8	9 8	9 —	17 8	16 8	—	—	—	—
Champaran . . . . .	14 8	14 8	20 8	21 —	9 8	9 8	15 —	15 8	—	—	—	—
<b>N.-W. Provinces—</b>												
<b>Eastern—</b>												
Buxar . . . . .	14 12	14 10	23 8	23 —	12 8	5 8	14 —	15 —	22 —	22 —	21 —	21 —
Bhagalpur . . . . .	13 13	13 9	25 8	23 6	8 9	7 15	14 10	13 6	25 —	—	21 8	21 8
Amroht . . . . .	16 6	16 —	24 —	24 8	7 6	7 6	14 10	14 4	24 —	24 —	20 8	13 8
Jaunpur . . . . .	17 —	16 12	25 —	20 —	6 —	6 —	16 8	15 8	24 8	—	—	—
Allahabad . . . . .	15 —	15 —	23 —	23 8	9 8	9 8	14 —	14 —	25 —	26 —	22 —	22 8
<b>Central—</b>												
Buda . . . . .	15 12	15 8	23 —	26 —	5 8	5 8	15 —	14 —	30 —	28 —	25 —	25 —
Bachh . . . . .	10 4	10 8	24 —	24 —	8 8	8 —	16 8	16 8	30 —	32 —	26 8	26 —
Hamirpur . . . . .	13 8	13 8	23 —	24 —	7 —	7 —	14 —	12 —	30 —	31 —	27 —	26 —
Jaunpur . . . . .	15 8	15 4	24 —	24 —	6 —	6 —	13 —	13 —	32 —	30 —	26 —	25 —
Lahore . . . . .	17 4	17 4	29 —	23 —	9 —	9 —	13 8	13 12	28 —	30 —	25 —	26 —
Jaunpur . . . . .	15 —	15 8	20 —	26 12	9 —	9 —	12 4	12 4	29 —	24 —	25 8	27 —
Etawah . . . . .	17 12	17 12	26 4	28 —	5 7	5 —	15 —	15 8	26 4	30 8	26 8	25 12
<b>Farukhabad . . . . .</b>	19 1	19 1	31 6	32 10	4 10	4 10	13 4	13 10	30 —	30 —	28 10	28 10
Meerut . . . . .	19 4	19 6	27 8	31 —	—	—	12 —	12 —	25 8	30 —	29 —	31 —
Etah . . . . .	19 8	20 —	34 8	30 4	—	—	16 —	16 11	24 8	34 8	29 8	28 8
<b>Western—</b>												
Meerut . . . . .	17 8	17 —	23 —	23 —	4 —	4 —	12 —	12 —	24 —	23 —	21 —	20 —
Agro . . . . .	17 8	18 —	20 —	24 8	6 —	6 —	11 —	10 —	29 —	28 8	25 8	25 —
Mulla . . . . .	18 —	17 8	24 4	20 12	6 8	6 —	11 12	12 4	32 8	32 8	25 8	25 8
Amroht . . . . .	18 —	18 —	29 —	29 —	—	—	11 —	12 —	27 —	29 —	25 8	26 —
Bulandshahr . . . . .	18 8	18 8	31 8	30 —	5 —	5 —	12 —	12 —	30 8	30 —	25 —	25 —
<b>Simontane, east—</b>												
Buda . . . . .	16 —	15 —	25 —	23 12	6 12	6 12	13 —	11 4	—	—	19 —	20 —
Meerut . . . . .	16 4	16 —	24 12	24 12	4 7	4 7	13 9	15 8	—	—	—	—
Meerut . . . . .	20 11	20 11	20 11	26 13	14 6	14 6	18 —	18 —	—	—	—	—
Basti . . . . .	20 8	19 6	—	25 —	18 8	16 4	20 —	17 12	—	—	25 3	27 —



Represent the number of sars (of 16 tolas) and chittacks held for one rupee.)

MAHARAJA OF BAGI (Kish- singh's coinage).		KARNATAKA OR BAHAM, ITALIAN MILLET (Sardinia minted).		GRAN, CHENNA, CHOLA, KADALAY OR BUNABA (Cuer minted).		MAHARAJA (Loo Mool).		ARHAR, OR THUR, CADAIA PRA (Cajonni minted).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				14 —	14 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
				16 8	16 8	...	...	13 —	13 —	11 8	11 8	Central— Bakura.
				18 —	16 —	...	...	14 —	16 —	10 8	10 8	Bardwan. Barbua.
				26 8	32 14	...	...	28 —	36 10	11 —	10 12	Murshidabad.
				20 —	17 —	40 —	39 —	24 —	23 8	10 8	9 4	Santbal Pargana.
				16 8	16 8	...	...	22 —	22 —	9 12	9 12	Pabra.
				10 —	15 5	...	...	...	...	9 12	9 12	Rogra.
				24 —	24 —	...	...	24 —	23 12	9 12	9 12	Rajshahi.
				20 —	22 —	...	...	...	...	9 8	9 —	Malda.
				...	...	...	...	...	...	and	and	
				15 —	13 —	24 —	18 —	9 —	9 —	9 —	9 —	Northern— Rangpur.
				17 8	15 —	...	...	...	...	10 12	10 8	Dinipur.
				15 —	15 —	...	...	12 —	12 —	10 —	10 —	Jalpaiguri.
14 —	14 —	...	...	11 —	11 —	26 —	26 —	8 —	8 —	8 8	8 —	Hills— Darjeeling.
				14 7	13 10	...	...	15 —	15 7	13 6	13 4	Orissa— Puri.
				17 1	17 10	...	...	21 —	21 21	10 12	10 12	Cuttack.
				15 —	13 —	...	...	10 8	10 8	11 8	11 8	Balasore.
				9 —	9 —	...	...	16 —	16 —	7 —	7 —	Chota-Nagpur— Singbhem.
				17 —	17 —	22 —	...	20 —	20 —	10 8	10 —	Manbhem.
35 —	34 —	...	...	16 —	16 —	26 —	24 —	15 —	15 —	9 —	9 —	Lohardaga.
33 12	33 12	...	...	27 —	27 —	33 12	33 12	27 —	27 —	9 —	9 4	Palamu.
24 —	27 —	...	...	23 8	18 —	23 8	26 —	17 12	18 —	8 8	8 —	Hazribagh.
				23 —	23 —	35 —	35 —	21 —	21 —	10 —	10 —	Bihar, south— Monghyr.
23 —	30 —	15 —	14 8	27 8	25 —	35 —	35 —	21 —	21 —	10 —	10 —	Gaya.
39 —	33 —	20 —	24 —	25 —	28 8	39 —	39 —	25 —	25 8	11 —	11 —	Patna.
				25 —	and	30 —	and	22 —	and	10 8	10 8	Shahabad.
				23 —	23 —	30 —	32 —	22 —	22 —	10 8	10 8	Bihar, north— Purnea.
				22 12	21 8	40 4	38 —	20 4	16 10	10 —	10 —	Bhagalpur.
30 —	28 —	...	...	20 —	19 —	30 —	27 8	18 —	18 —	10 —	10 —	Darbhanga.
27 8	25 —	...	...	22 —	19 —	28 —	25 —	22 8	22 —	11 —	11 —	Muzaffarpur.
30 —	24 —	16 —	16 —	23 4	23 —	28 —	20 —	24 8	22 —	10 8	10 8	Saran.
				21 —	21 —	23 —	24 —	21 8	20 —	10 4	10 4	Champaran.
												N.W. Provinces—
				16 —	16 —	18 —	18 —	16 —	16 —	10 —	10 —	Eastern— Mirzapur.
				15 8	15 7	23 5	22 1	23 13	15 4	10 11	10 11	Banum.
				10 —	10 —	24 —	23 8	28 —	16 —	9 8	9 8	Ghaziपुर.
				21 —	21 —	21 8	24 8	20 —	18 —	11 4	11 4	Jampur.
				21 —	19 8	20 —	19 4	21 8	22 —	10 8	10 8	Allahabad.
				20 —	20 —	24 —	23 —	...	...	10 12	11 —	Central— Banda.
				21 12	21 8	...	...	20 8	10 —	10 12	10 12	Katihar.
				25 —	25 —	26 —	27 —	16 —	16 —	10 12	10 8	Hazipur.
14 —	14 —	20 —	21 —	23 —	23 —	...	...	10 —	10 —	10 12	10 8	Jaisin.
27 —	26 —	16 —	25 —	23 8	23 8	35 —	34 —	17 —	17 8	11 12	11 12	Cawapore.
				23 8	21 12	32 —	34 —	17 —	17 —	11 —	11 —	Jhansi.
28 —	30 —	16 —	20 —	24 12	24 4	29 8	30 8	19 —	19 —	11 8	11 8	Kanva.
				25 14	25 14	34 8	36 12	18 6	30 —	11 15	11 5	Faruknabad.
				21 8	21 8	33 8	33 8	19 —	18 8	11 —	11 —	Mainpuri.
				21 8	23 4	40 —	42 8	17 8	17 8	11 8	11 8	Kash.
				19 8	19 8	23 8	24 —	15 8	15 8	11 8	11 8	Western— Meerut.
				20 —	21 —	30 —	29 —	15 —	15 —	12 —	12 4	Agra.
				23 12	23 4	31 —	29 12	16 8	17 4	12 —	12 —	Mathra.
				23 —	23 —	34 —	35 —	16 8	18 —	11 8	11 8	Augala.
				21 8	21 —	31 8	31 8	16 —	16 —	11 8	11 8	Bundelkhand.
24 —	24 —	18 —	18 —	25 —	21 4	26 —	22 —	15 —	15 8	10 —	10 —	Simmentane, east— Hallia.
				19 13	19 4	25 1	24 8	15 8	15 8	9 8	9 8	Azamgarh.
18 12	25 8	14 13	19 13	19 13	19 8	27 7	25 13	19 3	18 —	10 —	10 8	Lucknow.
				19 —	18 8	24 4	23 —	17 8	17 8	11 —	11 4	Benet.



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1898—continued (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMRA (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	19 8	20 —	35 —	33 —	5 4	5 4	17 4	15 8	—	—	29 —	28 —
Rudra . . . . .	19 —	19 —	33 —	34 —	7 8	7 8	15 —	13 —	30 —	28 —	28 —	26 —
Fateh . . . . .	19 8	18 8	32 —	31 4	5 4	5 —	16 8	14 —	25 —	23 —	23 —	21 4
Bareilly . . . . .	17 8	17 8	35 —	36 4	5 —	5 12	12 8	12 8	22 12	20 12	25 10	26 4
Bijnor . . . . .	18 12	18 4	29 —	29 —	5 4	5 —	13 13	13 —	32 —	32 8	25 —	27 —
Bijnor . . . . .	17 7	17 7	27 —	27 —	4 8	4 8	12 13	12 13	—	—	22 8	21 10
<i>Mussonnagar</i>												
Mussonnagar . . . . .	18 7	18 11	28 10	28 04	—	—	10 1	12 10	25 5	24 4	23 2	22 —
Saharanpur . . . . .	19 5	17 11	29 8	29 8	4 13	4 13	11 13	11 13	23 10	22 10	25 12	25 12
Dehra-Dun . . . . .	17 12	16 4	29 8	26 12	7 —	6 4	12 12	12 12	24 —	22 —	25 —	21 —
<i>Hills—</i>												
Naini-Tal . . . . .	13 —	14 8	21 —	21 —	4 —	4 —	10 —	11 —	—	—	—	—
Almora . . . . .	13 4	13 4	12 —	16 —	5 —	5 4	11 —	11 —	—	—	—	—
Garhwal . . . . .	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	16 —	16 —	28 —	28 —	—	—	17 —	16 —	25 —	25 —	26 —	27 —
Sultanpur . . . . .	19 3	19 —	38 8	38 8	9 8	8 —	19 —	19 —	25 —	25 —	21 —	21 —
Rae-Bareilly . . . . .	20 8	20 —	30 —	30 —	5 —	5 —	18 —	18 —	25 —	25 6	25 —	27 8
Unao . . . . .	17 —	17 8	25 —	25 —	5 —	5 8	16 —	16 —	20 —	20 —	26 —	26 —
Lucknow . . . . .	18 4	18 8	34 —	32 8	5 4	5 8	15 —	15 —	27 —	29 —	27 —	26 8
Hardoi . . . . .	19 —	19 —	35 —	35 —	—	—	20 —	20 —	25 —	25 —	29 —	30 —
<i>Northern—</i>												
Fyzabad . . . . .	18 8	19 —	30 —	29 —	12 8	12 —	18 —	17 8	25 —	25 —	23 8	23 —
Barabanki . . . . .	18 16	18 12	25 —	24 —	6 —	6 —	15 —	15 —	24 —	25 —	24 —	25 —
Gonda . . . . .	20 8	19 12	32 —	32 6	—	—	17 4	17 8	32 —	32 8	26 —	25 —
Meerut . . . . .	20 —	20 —	40 —	40 —	7 —	7 —	18 —	19 —	40 —	40 —	29 —	24 —
Sitapur . . . . .	19 8	19 4	33 —	33 —	5 —	5 —	15 8	15 8	31 —	32 —	29 —	29 —
Kheri . . . . .	19 —	19 —	35 —	40 —	6 —	5 —	10 —	10 —	40 —	40 5	37 —	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	2 —	7 13	11 11	10 15	35 13	32 13	—	—
Hanswara . . . . .	13 12	13 12	15 —	15 —	6 4	6 4	14 6	13 —	—	—	—	—
Meywar (Udaipur) . . . . .	15 1	14 7	21 7	21 7	8 2	8 2	8 9	8 9	24 1	20 3	14 7	12 1
Trilokya of Meywar (Dungarpur) . . . . .	16 —	16 —	—	—	7 —	6 8	8 8	8 8	—	—	—	—
Bikaner . . . . .	12 —	12 —	20 —	20 —	5 —	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Jaisalmer . . . . .	13 10	13 10	20 14	20 14	0 4	0 4	7 4	7 4	23 2	—	17 9	20 2
Amreli . . . . .	14 8	14 23	20 53	20 —	6 53	6 53	9 23	9 23	23 —	23 —	18 —	18 —
Alwar . . . . .	11 143	11 143	17 3	18 —	5 12	5 12	6 4	6 7	15 8	16 8	14 8	14 8
Kishangarh . . . . .	13 12	13 12	21 —	19 12	5 8	5 8	6 8	7 —	21 8	21 8	18 8	17 4
Bikaner . . . . .	12 12	12 8	32 —	32 2	8 8	8 8	7 12	9 —	37 —	40 —	21 —	21 —
Jaipur . . . . .	20 —	19 8	31 6	29 12	6 4	6 4	6 12	6 10	40 —	33 8	19 8	19 12
Jhamsar . . . . .	17 15	16 103	43 8	34 34	7 13	7 13	12 6	11 78	34 1	34 15	23 11	23 5
Jaipur . . . . .	13 8	13 9	22 4	22 13	4 —	4 —	7 —	7 —	22 15	20 7	20 4	21 2
Jaipur . . . . .	13 8	13 4	21 8	21 8	4 4	4 4	6 6	6 8	23 —	23 —	18 4	19 4
Keroli . . . . .	12 3	10 9	31 14	30 10	10 5	10 —	11 9	11 4	33 —	33 3	26 4	26 6
Udaipur . . . . .	10 3	10 31	27 —	27 —	9 —	8 123	10 2	9 9	30 103	30 103	26 7	27 43
Shantpur . . . . .	12 —	12 3	29 13	30 —	5 —	5 —	8 —	8 —	32 7	32 8	28 6	28 6
Alwar . . . . .	15 131	15 132	24 12	23 62	5 12	5 12	9 2	9 2	25 43	24 153	23 8	23 82
Deoli (Lathur) . . . . .	10 —	10 8	21 7	23 1	4 —	4 —	6 —	6 —	26 —	27 12	22 12	22 6
Dehradun (Lathur) . . . . .	14 12	14 12	—	—	7 —	7 —	10 —	10 —	23 8	23 8	18 8	18 8
Meerut . . . . .	13 12	13 6	—	—	5 8	5 8	7 8	7 8	—	—	24 10	24 10
Araria . . . . .	12 —	12 82	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Shahpura . . . . .	14 —	14 —	19 —	18 8	7 8	7 8	9 8	9 8	22 —	21 12	15 —	14 —
<i>Western—</i>												
Jodhpur . . . . .	18 3	12 3	—	17 8	6 4	6 4	7 4	7 8	17 3	17 13	15 10	15 10
Jaipur . . . . .	12 13	12 13	—	—	—	—	—	—	—	—	15 15	15 4
Jaipur . . . . .	11 —	10 9	—	—	6 —	6 —	10 —	10 8	16 —	16 —	13 —	13 3
Bikaner . . . . .	13 8	13 113	16 —	16 —	3 8	3 12	5 53	5 4	—	—	15 15	15 73
<b>Central India—</b>												
Indore . . . . .	12 12	13 13	22 —	20 8	8 4	8 —	9 8	9 —	20 —	20 —	19 —	20 4
Dehradun (Lathur) . . . . .	15 —	15 —	—	—	7 —	7 —	8 —	8 —	20 —	20 —	19 —	19 —
Gwalior . . . . .	14 72	12 34	25 8	26 9	6 6	6 4	7 43	6 143	24 3	24 7	20 3	20 113
<b>Punjab—</b>												
<i>Southern—</i>												
Meerut . . . . .	18 —	18 —	26 —	26 —	—	—	10 —	10 —	24 —	24 —	19 —	19 —
Meerut . . . . .	19 —	17 —	32 —	32 —	—	—	10 —	10 —	20 —	25 —	21 —	19 —
<i>Central—</i>												
Lahore . . . . .	17 —	18 —	35 —	35 —	—	—	12 —	12 —	25 —	25 —	19 —	19 —
Lahore . . . . .	19 —	20 —	40 —	40 —	—	—	13 —	14 —	26 —	32 —	24 —	24 —
Lahore . . . . .	19 —	19 —	28 —	28 —	—	—	9 —	9 —	25 —	25 —	21 —	21 —
Lahore . . . . .	19 —	19 —	32 —	32 —	—	—	12 —	12 —	24 —	24 —	24 —	24 —



represent the number of ares (of 50 tolas) and chittacks sold for one rupee.)

MAHUA OR KASBI (Rice-corn).		KARONI OR KARUK, ITALIAN MILLET (Sesamio italica).		GRAM, GUENNA, CHULLA, KADALAT OR BUNAGA (Cicer arvense).		MAISE (Zea Mays).		ARWAB, OR THUR, QADIAN PUA (Cajanus indicus).		SALT.		District.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
...	...	32 —	25 4	24 —	...	30 —	18 4	17 —	11 —	11 —	...	N.-W. Provinces—contd.
...	...	30 —	21 —	24 8	25 —	36 —	33 —	18 —	17 8	10 12	10 12	Submontane, non-Shahishtar.
...	...	22 8	22 8	20 —	20 —	32 8	33 12	15 —	13 12	10 10	10 —	Badaga.
...	...	...	...	19 —	19 —	31 —	34 —	13 —	13 —	11 —	11 —	Pilibit.
...	...	...	...	19 10	19 2	...	...	13 8	13 8	11 —	11 —	Baroli.
...	...	...	...	20 13	20 7	28 1	25 5	14 5	14 5	11 6	11 4	Moradabad.
23 10	23 10	26 14	26 14	20 15	20 7	31 3	31 3	15 1	15 1	11 4	11 4	Bijnor.
20 —	27 —	...	...	19 9	18 8	29 —	26 —	14 —	12 —	10 8	10 8	Muzaffargarh.
...	...	...	...	14 8	14 —	...	...	8 —	10 —	8 —	8 —	Saharanpur.
18 —	17 —	...	...	8 —	8 —	...	...	11 —	11 —	8 8	8 8	Dobra-Das.
...	...	...	...	8 —	8 —	...	...	6 —	7 —	6 —	6 —	Hilly—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.
...	...	...	...	...	...	...	...	...	...	...	...	Oudh—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
32 —	30 —	...	...	21 —	21 —	...	...	16 —	16 —	10 8	10 12	Partabgarh.
40 —	30 —	...	...	24 —	24 —	...	...	18 —	18 —	10 8	10 8	Sultanpur.
...	...	23 —	28 —	19 —	18 —	37 —	27 —	17 —	16 —	11 —	11 —	Rae-Bareilly.
...	...	24 —	24 —	19 8	19 8	33 —	33 —	17 —	17 —	11 —	11 —	Unao.
...	...	26 —	26 8	20 —	20 —	30 —	30 —	18 —	18 —	11 4	11 4	Lucknow.
...	...	...	...	25 —	28 —	31 —	32 —	15 —	12 —	10 8	10 8	Hardoi.
...	...	30 —	...	23 —	24 8	27 8	27 —	18 —	18 12	11 —	11 —	Northern—
...	...	...	...	21 —	21 —	30 —	30 —	19 —	18 —	11 —	11 —	Fyzabad.
...	...	12 —	14 —	23 8	24 12	32 8	32 8	16 8	17 4	10 8	10 8	Barabanki.
49 —	40 —	20 —	18 —	23 —	20 —	34 —	34 —	19 8	19 —	10 —	10 —	Gonda.
40 —	42 —	38 —	20 —	25 —	24 —	28 —	29 —	18 —	16 8	11 —	11 —	Rahmatabad.
...	...	...	...	26 —	23 —	38 —	40 —	10 —	10 —	11 —	11 —	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kaori.
...	...	...	...	...	...	...	...	...	...	...	...	Rajputana—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	23 7	23 7	29 1	37 8	17 3	12 8	11 1	10 9	Partabgarh.
...	...	...	...	21 4	20 —	33 2	33 12	13 12	...	8 2	8 2	Banswara.
...	...	12 12	12 8	16 —	14 7	45 12	24 3	10 15	10 8	10 2	10 2	Mewar (Udaipur).
...	...	15 —	16 8	16 —	16 —	18 —	18 —	...	...	10 —	10 —	Hilly Tracts of Mewar (Dangarpur).
...	...	...	...	16 —	16 —	18 —	18 —	...	...	11 8	11 8	Sironi.
...	...	...	...	19 5	19 5	22 —	22 —	...	...	12 4	12 4	Ennapura.
...	...	9 8	7 8	18 —	17 8	22 —	22 —	...	...	12 8	12 8	Ajmera.
...	...	...	...	16 8	17 —	20 —	20 —	10 2 8	8 12 4	11 —	11 —	Abu.
...	...	...	...	19 8	19 4	21 —	19 —	...	...	12 12	12 12	Kachhgarh.
...	...	...	...	13 —	20 12	34 —	30 12	...	...	10 8	10 12	Bundi.
...	...	...	...	24 4	22 12	40 —	39 8	9 14	8 14	9 14	10 0	Kotah.
...	...	20 8	20 8	20 6	20 3	47 10	46 7	10 13	10 13	10 1	9 9	Jhalwar.
...	...	...	...	19 12	18 10	22 9	22 9	...	...	10 —	10 1	Tonk.
...	...	21 —	21 —	17 12 8	17 4 8	22 8	23 —	19 —	19 —	12 —	12 —	Jaipur.
...	...	21 12	24 1	24 0	24 0	...	...	25 —	25 —	10 15	10 15	Kerauli.
...	...	23 3	23 8	23 14	23 15 8	...	...	10 14	10 14	11 8	11 8	Unolpur.
...	...	24 5	24 8	24 —	23 5	26 4	25 —	12 7	12 15	11 12	11 12	Boharpur.
...	...	14 —	14 —	22 8	22 12	24 3	23 11	23 —	23 —	12 10	12 10	Alwar.
...	...	...	...	19 0	19 —	...	...	...	...	11 8	11 8	Dool Cantonment.
...	...	...	...	18 8	18 8	...	...	13 —	13 —	13 —	13 —	Nasirabad Cantonment.
...	...	...	...	9 —	9 —	...	...	...	...	13 8	13 5	Balmer.
...	...	...	...	16 8	16 8	20 —	19 12	8 —	8 —	13 —	12 —	Anadra.
...	...	...	...	16 8	16 8	21 —	18 10	...	...	11 4	11 2	Shahpura.
...	...	...	...	14 —	14 10	18 12	18 12	8 12	9 6	12 13	12 13	Western—
...	...	...	...	12 —	12 —	...	...	...	...	21 —	21 —	Jodhpur.
...	...	...	...	16 8	16 8	...	...	10 —	9 —	12 —	12 —	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	18 —	17 8	36 —	34 —	24 —	24 —	11 —	11 —	Central India—
...	...	...	...	17 8	17 8	...	...	11 —	11 —	12 —	12 —	Indore.
...	...	4 4	3 3	20 2	19 14 2	43 8	45 8	19 2	17 8	9 11	9 7	Nizam's Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	...	...	24 —	23 —	26 —	28 —	11 —	11 —	11 —	11 —	Punjab—
...	...	36 —	36 —	24 —	24 —	26 —	28 —	11 —	11 —	12 8	12 0	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Thanes.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	22 —	22 —	21 —	21 —	27 —	27 —	12 —	12 —	12 12	12 12	Central—
...	...	23 —	24 —	21 —	21 —	25 —	25 —	...	...	13 8	13 8	Lahore.
...	...	10 —	10 —	20 —	20 —	23 —	23 —	...	...	13 —	14 —	Gujranwala.
...	...	22 —	...	21 —	21 —	23 —	23 —	9 —	10 —	14 —	14 —	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Jowhar.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unpacked.

|| Unkown.



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1895—continued.

DISTRICTS.	WHEAT.		RICE.		RICE.		JAWAR OR CHHOLAH (Sorghum vulgare).		BAJRA OR CHHOLAH (Pennisetia spicata).	
	WHEAT.		RICE.		RICE.		JAWAR OR CHHOLAH (Sorghum vulgare).		BAJRA OR CHHOLAH (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Punjab—continued.</b>										
<i>South-eastern—</i>										
Gurgaon	16 —	16 —	25 —	25 —	...	...	9 —	9 —	25 —	24 —
Delhi	17 —	17 —	25 —	25 —	...	...	12 —	12 —	24 —	24 —
Rohat	16 —	17 —	24 —	24 —	...	...	13 —	13 —	24 —	24 —
Karnal	18 —	18 —	31 —	31 —	...	...	14 —	8 —	27 —	27 —
<i>Submontane—</i>										
Ambala	20 —	20 —	25 —	25 —	...	...	14 —	12 —	29 —	26 —
Ludhiana	22 —	22 —	33 —	34 —	...	...	14 —	11 —	29 —	29 —
Jalandhar	21 —	21 —	30 —	30 —	...	...	8 —	10 —	27 —	27 —
Hoshiarpur	20 —	20 —	28 —	28 —	...	...	12 —	12 —	24 —	24 —
Gurdaspur	21 —	21 —	40 —	40 —	...	...	13 —	13 —	28 —	28 —
Amritsar	19 —	19 —	34 —	34 —	...	...	11 —	11 —	25 —	25 —
Sialkot	19 —	19 —	34 —	33 —	...	...	14 —	14 —	24 —	31 —
<i>Hills—</i>										
Simla	15 —	16 —	21 —	21 —	...	...	10 —	10 —	24 —	24 —
Kangra	20 —	20 —	28 —	28 —	...	...	15 —	15 —	+	+
<i>Northern—</i>										
Kawalpindi	17 —	17 —	31 —	30 —	...	...	10 —	9 —	34 —	34 —
Haridwar	19 —	18 —	18 —	18 —	...	...	10 —	10 —	+	+
Peshawar	13 —	16 —	39 —	31 —	...	...	10 —	10 —	36 —	35 —
Kohat	10 —	10 —	23 —	24 —	...	...	13 —	13 —	+	+
Swat	20 —	20 —	35 —	30 —	...	...	14 —	14 —	41 —	41 —
<i>Eastern—</i>										
Shahpur	20 —	20 —	32 —	30 —	...	...	11 —	8 —	22 —	22 —
Jhang	20 —	19 —	27 —	26 —	...	...	12 —	12 —	30 —	31 —
Muzia	16 —	16 —	24 —	24 —	...	...	16 —	16 —	20 —	25 —
Montgomery	19 —	19 —	24 —	+	...	...	13 —	10 —	28 —	+
Dera Ismael Khan	19 —	18 —	24 —	24 —	...	...	8 —	8 —	24 —	24 —
Muzaffargarh	18 —	18 —	23 —	23 —	...	...	15 —	15 —	20 —	20 —
Dera Ghazi Khan	15 —	16 —	23 —	22 —	...	...	14 —	14 —	21 —	22 —
<b>Sind and Baluchistan—</b>										
Karachi	13 —	13 —	...	...	8 8	8 —	9 —	9 —	20 —	19 —
Hyderabad	13 —	13 —	...	...	7 —	7 —	10 —	10 —	20 —	20 —
Lower and Parkar (Umarkot)	13 —	13 —	...	...	19 —	19 —	20 —	20 —	...	...
Sukkur	15 —	15 —	...	...	8 —	8 —	9 —	9 —	30 —	30 —
Upper Sind Frontier	13 —	13 —	...	...	8 —	8 —	9 —	9 —	34 —	34 —
Quetta	13 8	13 8	...	...	...	...	...	...	31 —	31 —
Quetta	14 8	14 8	17 —	17 —	4 —	4 —	7 —	7 —	20 —	20 —
<b>Bombay—</b>										
<i>Konkan—</i>										
Karwar	8 5	8 5	...	...	7 10	7 10	10 10	10 10	13 5	13 5
Ratnagiri	8 2	8 2	...	...	10 14	10 14	11 6	11 6	13 —	13 —
Ahmednagar	9 4	9 4	...	...	10 13	10 13	12 10	12 10	...	...
Bombay	8 2	8 2	...	...	6 6	6 6	10 6	10 6	14 11	14 11
Tanna	10 15	10 15	...	...	12 —	11 2	12 15	12 —	...	...
<i>Deccan—</i>										
Dharwar	12 14	11 —	...	...	11 7	11 7	13 6	12 7	28 5	22 10
Balgaum	10 11	10 11	...	...	11 13	11 13	12 1	12 1	30 14	29 11
Salara	13 1	12 5	...	...	8 14	8 14	11 10	10 2	19 12	19 7
Sholapur	13 8	13 8	...	...	11 8	12 7	12 11	13 10	25 —	24 5
Bijapur	15 1	13 5	...	...	7 6	7 6	12 5	11 6	30 9	28 13
Poona	10 7	10 7	...	...	9 1	8 8	10 3	9 10	34 —	18 13
<i>Khander—</i>										
Ahmednagar	12 5	12 5	...	...	8 1	8 1	11 5	11 5	10 4	19 4
Nasik	12 15	11 6	...	...	8 2	8 2	9 8	9 8	10 4	19 4
Lipolia	12 4	12 4	...	...	7 7	7 7	9 7	9 7	13 14	27 10
<i>Gujarat—</i>										
Surat	10 10	10 10	...	...	7 6	7 6	8 5	8 5	23 2	23 2
Broach	12 —	11 8	...	...	8 —	8 —	10 —	10 —	21 —	20 —
Kaira	13 —	13 —	...	...	8 —	8 —	11 —	11 —	20 —	19 —
Baroda Cantonment	10 —	10 —	...	...	6 8	6 8	8 8	8 8	17 —	16 —
Ahmedabad	12 —	12 —	...	...	6 8	6 8	12 8	12 8	22 —	21 8
Ludhna	10 —	10 —	...	...	6 8	6 8	12 8	12 8	22 —	21 8
Dasa Cantonment	13 —	13 —	...	...	6 8	6 8	12 8	12 8	22 —	21 8
<i>Kashmir—</i>										
Rajkot	14 15	13 4	...	...	6 10	6 10	10 —	10 —	22 13	21 3
<b>Central Provinces—</b>										
<i>Western—</i>										
Nuar	12 13	12 —	...	...	6 5	6 5	12 8	12 8	27 9	29 12
Khandwa	11 5	11 —	...	...	8 8	8 8	12 —	12 —	34 —	30 —
Hoshangabad	12 8	12 8	...	...	9 —	9 —	13 3	12 1	24 —	24 —
Betul	13 8	14 0	...	...	12 —	12 —	14 0	14 0	24 —	24 —
Chhindwara	14 —	14 —	...	...	10 —	10 —	13 —	13 —	23 —	24 —
Nagpur	13 12	13 12	...	...	11 4	12 8	14 0	14 0	24 14	24 14
Wardha	13 3	13 3	...	...	6 —	6 11	11 7	11 7	22 13	24 13

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of seps (of 20 tolas) and chitties sold for one rupee.)

MAIZE OR BADI (Zea Mays).		KARUM, ITALIAN MILLET (Setaria italica).		GRAM, CHHUNNA, KADALAT OR KUNAGA (Cicer arvense).		MAIZE (Zea Mays).		AMAR, OR TNDR, CADJAN PEA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
33	33	14	13	21	21	35	25	15	15	11	11	Panjab—continued.
33	33	14	13	21	21	35	25	15	15	11	11	
33	33	14	13	21	21	35	25	15	15	11	11	South-eastern—
33	33	14	13	21	21	35	25	15	15	11	11	Gurgaon.
33	33	14	13	21	21	35	25	15	15	11	11	Delhi.
33	33	14	13	21	21	35	25	15	15	11	11	Rohatak.
33	33	14	13	21	21	35	25	15	15	11	11	Karoli.
33	33	14	13	21	21	35	25	15	15	11	11	Submontane—
33	33	14	13	21	21	35	25	15	15	11	11	Ambala.
33	33	14	13	21	21	35	25	15	15	11	11	Ludhiana.
33	33	14	13	21	21	35	25	15	15	11	11	Jalandhar.
33	33	14	13	21	21	35	25	15	15	11	11	Hoshiarpur.
33	33	14	13	21	21	35	25	15	15	11	11	Gurdaspur.
33	33	14	13	21	21	35	25	15	15	11	11	Amritsar.
33	33	14	13	21	21	35	25	15	15	11	11	Sialkot.
33	33	14	13	21	21	35	25	15	15	11	11	Hills—
33	33	14	13	21	21	35	25	15	15	11	11	Simla.
33	33	14	13	21	21	35	25	15	15	11	11	Kangra.
33	33	14	13	21	21	35	25	15	15	11	11	North-east—
33	33	14	13	21	21	35	25	15	15	11	11	Rawalpindi.
33	33	14	13	21	21	35	25	15	15	11	11	Hazara.
33	33	14	13	21	21	35	25	15	15	11	11	Peshawar.
33	33	14	13	21	21	35	25	15	15	11	11	Kohat.
33	33	14	13	21	21	35	25	15	15	11	11	Bannu.
33	33	14	13	21	21	35	25	15	15	11	11	Western—
33	33	14	13	21	21	35	25	15	15	11	11	Shikhar.
33	33	14	13	21	21	35	25	15	15	11	11	Jhang.
33	33	14	13	21	21	35	25	15	15	11	11	Multan.
33	33	14	13	21	21	35	25	15	15	11	11	Montgomery.
33	33	14	13	21	21	35	25	15	15	11	11	Dera Ismail Khan.
33	33	14	13	21	21	35	25	15	15	11	11	Muzaffargarh.
33	33	14	13	21	21	35	25	15	15	11	11	Dera Ghazi Khan.
33	33	14	13	21	21	35	25	15	15	11	11	Sind and Baluchistan—
33	33	14	13	21	21	35	25	15	15	11	11	Karachi.
33	33	14	13	21	21	35	25	15	15	11	11	Hydrabad.
33	33	14	13	21	21	35	25	15	15	11	11	Thar and Parkar (Umar Kot).
33	33	14	13	21	21	35	25	15	15	11	11	Shikhar.
33	33	14	13	21	21	35	25	15	15	11	11	Upper Sind Frontier.
33	33	14	13	21	21	35	25	15	15	11	11	Quetta.
33	33	14	13	21	21	35	25	15	15	11	11	Bombay—
33	33	14	13	21	21	35	25	15	15	11	11	Konkan—
33	33	14	13	21	21	35	25	15	15	11	11	Karnar.
33	33	14	13	21	21	35	25	15	15	11	11	Ratnagiri.
33	33	14	13	21	21	35	25	15	15	11	11	Alibag.
33	33	14	13	21	21	35	25	15	15	11	11	Bombay.
33	33	14	13	21	21	35	25	15	15	11	11	Tanna.
33	33	14	13	21	21	35	25	15	15	11	11	Deccan—
33	33	14	13	21	21	35	25	15	15	11	11	Dharwar.
33	33	14	13	21	21	35	25	15	15	11	11	Belgaum.
33	33	14	13	21	21	35	25	15	15	11	11	Satara.
33	33	14	13	21	21	35	25	15	15	11	11	Solapur.
33	33	14	13	21	21	35	25	15	15	11	11	Hydrabad.
33	33	14	13	21	21	35	25	15	15	11	11	Poona.
33	33	14	13	21	21	35	25	15	15	11	11	Rajasthan—
33	33	14	13	21	21	35	25	15	15	11	11	Ahmednagar.
33	33	14	13	21	21	35	25	15	15	11	11	Nasik.
33	33	14	13	21	21	35	25	15	15	11	11	Dhule.
33	33	14	13	21	21	35	25	15	15	11	11	Gujarat—
33	33	14	13	21	21	35	25	15	15	11	11	Surat.
33	33	14	13	21	21	35	25	15	15	11	11	Broach.
33	33	14	13	21	21	35	25	15	15	11	11	Kaira.
33	33	14	13	21	21	35	25	15	15	11	11	Baroda Cantonment.
33	33	14	13	21	21	35	25	15	15	11	11	Ahmedabad.
33	33	14	13	21	21	35	25	15	15	11	11	Godhra.
33	33	14	13	21	21	35	25	15	15	11	11	Una Cantonment.
33	33	14	13	21	21	35	25	15	15	11	11	Kashmir—
33	33	14	13	21	21	35	25	15	15	11	11	Rajkot.
33	33	14	13	21	21	35	25	15	15	11	11	Central Provinces—
33	33	14	13	21	21	35	25	15	15	11	11	Western—
33	33	14	13	21	21	35	25	15	15	11	11	Nimar.
33	33	14	13	21	21	35	25	15	15	11	11	Khandwa.
33	33	14	13	21	21	35	25	15	15	11	11	Hoshangabad.
33	33	14	13	21	21	35	25	15	15	11	11	Betul.
33	33	14	13	21	21	35	25	15	15	11	11	Chhindwara.
33	33	14	13	21	21	35	25	15	15	11	11	Nagpur.
33	33	14	13	21	21	35	25	15	15	11	11	Wardha.

Not produced.

Not produced.

Not produced.

E



## RETAIL PRICES FOR THE 1st HALF OF DECEMBER 1894—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR COMU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—												
Narsinghpur	12 13	12 13	...	...	8 —	8 —	11 7	11 7	19 3	19 3	...	...
Saugor	14 8	14 8	...	...	13 6	13 6	14 5	14 5	24 —	24 —	...	...
Danoh	14 1	14 1	...	...	13 1	13 1	14 9	14 1	...	21 10	...	...
Jubbulpore	15 —	15 8	...	...	12 —	11 —	19 —	18 —	27 —	21 —	...	...
Mandla	17 —	16 —	...	...	14 —	13 —	20 —	20 —	...	...	...	...
Seoni	17 8	18 —	...	...	9 —	10 —	16 —	15 —	25 —	23 —	...	...
Salaghat	12 —	13 —	...	...	13 —	12 8	17 8	16 —	...	...	...	...
Bhandara	16 4	17 —	...	...	...	...	18 4	15 —	...	...	...	...
Chanda	14 2	14 11	...	...	...	...	15 8	15 8	25 5	22 1	...	...
Eastern—												
Bilaspur	16 4	18 4	...	...	16 —	16 —	25 10	25 10	...	...	...	...
Raipur	17 —	16 4	...	...	16 —	16 —	16 4	16 4	...	...	...	...
Sambalpur	13 —	13 —	...	...	11 —	11 —	17 —	17 —	...	...	...	...
Muz—												
Buland	11 —	10 8	...	...	6 8	6 8	8 —	8 —	31 8	30 —	26 —	26 —
Basim	12 —	11 8	...	...	6 —	6 —	9 —	9 —	30 —	25 8	...	...
Akole	11 4	10 8	...	...	6 —	6 —	9 8	9 8	32 —	31 —	...	...
Klichpur	10 —	10 —	...	...	6 —	6 —	8 —	8 —	25 —	25 —	16 —	16 —
Amkoti	11 —	10 —	...	...	7 —	8 —	10 —	11 —	27 —	26 —	26 —	27 —
Wan	12 —	12 —	...	...	7 —	7 —	8 —	8 —	28 —	28 —	28 —	29 —
Muz's Territories—												
Secunderabad	10 21	10 21	...	...	5 —	5 5	7 7	5 5	15 13	14 4	14 10	14 8
Bolaram	9 5	5 13	...	...	5 13	5 13	9 10	9 10	10 15	10 5	...	...
Chandarghat	9 6	10 —	...	...	7 8	7 8	12 —	12 8	23 12	20 —	25 —	23 13
Madras—												
Marath Coast—												
Malabar	...	...	...	...	...	...	10 2	10 2	...	...	...	...
S. Canara	...	...	...	...	...	...	12 —	10 11	...	...	...	...
South, central—												
Coimbatore	...	...	...	...	...	...	10 —	10 —	16 2	16 2	19 2	17 8
Nilgiris	...	...	...	...	...	...	7 3	7 3	...	...	...	...
Salem	...	...	...	...	...	...	10 5	10 5	18 2	17 11	14 13	14 13
Central—												
Bellary	...	...	...	...	...	...	9 11	9 11	25 11	24 11	...	...
Anantapur	...	...	...	...	...	...	11 5	11 5	25 11	27 5	...	...
Cuddapah	...	...	...	...	...	...	9 11	9 11	20 10	19 —	18 14	18 8
Karur	...	...	...	...	...	...	10 —	9 5	20 11	25 11	...	...
East Coast, north—												
Canjiam	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vinayapatam	...	...	...	...	...	...	12 6	11 14	...	...	21 13	21 13
Godavari	...	...	...	...	...	...	12 —	11 —	16 13	17 5	...	...
East Coast, central—												
Katam	...	...	...	...	...	...	14 13	12 3	14 11	16 13	...	...
Pulicat	...	...	...	...	...	...	14 10	11 6	15 6	14 14	14 2	13 13
East Coast, south—												
Madras	...	...	...	...	...	...	9 13	9 6	...	12 10	...	...
Chingleput	...	...	...	...	...	...	12 —	9 6	...	...	...	...
N. Arcot	...	...	...	...	...	...	11 5	11 5	15 8	16 6	...	...
S. Arcot	...	...	...	...	...	...	10 14	10 8	...	...	24 13	20 —
Tanjore	...	...	...	...	...	...	13 —	12 5	...	...	24 11	24 11
Trichinopoly	...	...	...	...	...	...	10 8	9 13	15 6	15 2	22 13	20 5
Southern—												
Tinnevely	...	...	...	...	...	...	10 14	10 10	15 —	14 10	12 8	12 6
Madurai	...	...	...	...	...	...	10 2	10 2	10 5	10 3	15 6	14 11
Mysore—												
Mysore	8 5	8 5	...	...	8 —	8 5	9 1	9 —	20 —	20 —	20 —	20 —
Bangalore	7 —	7 —	...	...	7 8	7 8	8 —	8 —	15 —	15 —	...	...
Kolar	7 —	7 —	...	...	8 —	8 —	9 —	9 —	...	...	...	...
Tumkur	8 —	8 —	...	...	8 —	8 —	9 —	9 —	...	...	...	...
Hassan	...	...	...	...	8 —	8 —	9 —	9 —	...	...	...	...
Kadur	...	...	...	...	8 —	8 —	9 —	9 —	...	...	...	...
Sinnaga	10 4	11 5	...	...	7 14	7 14	11 —	11 —	16 —	16 —	...	...
Chitaldrug	8 —	8 —	...	...	9 —	9 —	10 —	10 —	25 —	25 —	16 —	16 —
Coorg—												
Coorg	7 8	7 —	8 —	8 —	7 8	7 8	10 8	10 8	...	...	...	...
Aden												
Aden	7 8	7 8	...	...	6 9	6 9	7 7	7 7	18 15	13 2	8 9	9 6

\* Not sold.



represent the number of sets (of 50 talas) and chittacks sold for one rupee.

MARUA OR RAGI (Ripisoma corvina).		KANGHI OR KARUR, ITALIAN MILLET (Setaria indica).		GRAM, CHENNA, CHOLA, KADALAY OR BUNAGA (Cicer arietinum).		MATKE (Zea Mays).		ARHAH, OR THUR, CADJAN PUA (Cajanus indicus).		SAGT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
				17 6	17 6			16 --	16 --	9 2	9 2	Central Provinces—cont.
				19 --	19 --			13 --	13 --	10 11	10 11	
				21 13	21 13			12 12	11 4	9 2	9 2	
				23 --	23 --			15 --	16 --	10 --	10 --	
				31 --	32 --			16 --	16 --	9 8	9 8	
				20 --	20 --			13 --	14 --	9 --	9 --	
				16 --	16 --			14 --	13 8	9 --	9 --	
				18 12	18 12			15 --	13 --	9 8	9 8	
				16 13	19 6			14 2	13 6	9 --	9 --	
				21 5	21 3			6 --	16 --	9 2	9 2	Eastern—
				20 --	20 --			16 --	16 --	9 --	9 --	
				17 --	17 --			12 --	12 --	10 --	10 --	
												Berar—
				17 --	17 8			11 8	12 --	10 8	10 8	
				20 --	19 12			14 4	16 4	9 --	9 --	
				16 --	16 --			12 --	11 4	12 --	11 12	
				13 --	13 --			16 --	10 --	10 --	10 --	
				10 --	10 --			14 --	13 --	11 --	11 --	
				10 --	16 --			20 --	20 --	9 8	9 8	Nizam's Territories—
15 13	15 13	0	0	14 4	12 7 1	0	0	9 5	9 3	9 3	9 3	
		0	0	14 14	14 8	0	0	11 4	10 --	8 12	8 12	
		0	0	17 8	16 4	0	0			8 12	8 12	
												Madras—
												South, central—
18 --	18 --									10 11	10 11	
19 3	18 13									10 10	9 11	
										10 14	10 14	
												Central—
27 3	27 3									10 13	10 13	
23 5	24 8									11 8	11 8	
1 5 6	18 1									12 3	12 3	
										10 2	10 2	East Coast, north—
20 --	17 2									10 --	10 --	
19 3	19 3									14 --	14 --	
19 8	19 2									14 3	14 3	East Coast, central—
24 13	19 6									13 3	13 3	
14 6	14 6									12 13	12 13	
												East Coast, south—
16 6	16 6									13 8	13 8	
16 6	16 6									13 5	13 5	
18 13	19 11									12 2	12 2	
16 11	15 14									13 3	13 3	Southern—
24 14	21 14									12 14	12 14	
19 11	16 5									14 --	14 --	
17 6	16 6									14 5	14 5	Mysore—
17 2	16 3									13 7	13 7	
16 12	16 --	20 --	20 --	10 --	10 --			7 8	7 8	10 4	9 8	Coorg—
22 --	10 --			8 --	8 --			7 --	7 5	9 --	9 --	
20 --	20 --			7 --	7 --			8 --	8 --	10 --	10 --	
21 --	21 --			7 --	7 --			7 --	6 12	8 10	8 10	
24 --	24 --			8 --	8 --			8 --	8 --	9 --	9 --	
24 --	24 --			8 --	8 --			8 --	8 --	9 --	9 --	
24 --	24 --			8 --	8 --			8 --	8 --	9 --	9 --	
24 2	24 2			9 7	9 7			9 7	8 6	10 --	10 8	
26 --	26 --	24 --	24 --	10 --	10 --			9 --	9 --	9 --	9 --	
												Aden.
16 6	16 6			13 8	14 --					9 --	8 8	
				10 10	10 10			8 15	9 5	32 --	32 --	Aden.

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT

January 25, 1899.

J. A. ROBERTSON,

Off. Director-General of Statistics.

H. H. RISLEY,

Off. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 15TH  
JANUARY, 1898, AND FROM 1ST TO 14TH JANUARY, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 15TH JANUARY, 1898.			WEEK ENDING 14TH JANUARY, 1899.			Earnings from 1st to 15th January, 1898.	Earnings from 1st to 14th January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State lines worked by companies.											
Standard gauge—		Miles.	R.	R.	Miles.	R.	R.	R.	R.		
East India	694	1,740	11,60,867	667	1,743	12,41,000	711	24,83,798	24,84,000	...	49,202
Bengal Central	102	123	18,203	146	125	15,000	127	36,496	35,800	...	696
Bengal-Nagpur	181	502	1,27,539	148	1,153	1,61,000	140	2,81,013	2,10,000	34,087	...
Indian Midland (including Bhopal-Itarsi)	171	752	1,42,160	189	868	1,42,000	164	8,69,080	2,79,000	...	10,080
Berwara Extn. (East Coast State)	191	21	3,500	170	21	2,300	105	6,878	4,200	...	2,678
Madras-Kanar sec. (Berwade-Mad.)	119	9	803	89	9	900	100	1,386	1,300	...	86
Metre gauge—											
Kajputawa-Males (inclg. G.R.-Nagda)	264	1,813	4,14,591	238	1,815	4,69,000	253	8,82,366	9,32,000	49,434	...
Palampur-Deom	44	17	330	35	17	800	47	1,000	1,600	400	...
South Indian	181	1,042	1,83,943	139	1,018	1,33,000	130	3,18,038	2,77,000	...	41,038
Mayavaram-Mutpet	88	34	2,953	55	34	3,300	55	7,367	7,200	...	533
Southern Mahratta (inclg. G.M. Iron. sec.)	103	1,163	1,08,732	89	1,163	90,100	77	2,24,828	1,88,000	...	36,828
Myore section (Southern Mahratta)	107	206	33,105	112	206	16,900	57	71,392	35,100	...	36,292
Bengal and North-Western system	162	827	1,26,571	153	928	1,30,000	140	2,67,075	2,55,000	...	12,075
Lucknow-Bareilly	106	232	20,875	94	231	21,000	95	43,352	41,300	...	2,052
Assam-Bengal	90	286	24,236	85	306	33,700	85	48,382	64,800	16,418	...
Burma	223	937	2,04,051	218	936	1,63,000	173	4,35,210	3,24,000	...	1,11,210
TOTAL	200	10,170	25,18,183	243	10,779	26,22,900	243	54,03,484	52,12,300	...	1,91,184
State lines worked by the State.											
Standard gauge—											
North-Western (a)	287	2,886	6,74,449	234	2,886	6,43,000	223	18,70,330	12,98,000	...	5,72,330
Orissa and Kholukhand (inclg. the m. g. line)	217	873	1,72,470	197	1,013	2,03,000	200	3,85,167	4,10,000	24,833	...
Eastern Bengal (inclg. metre & 2' 6")	310	818	3,07,341	376	825	2,30,000	279	6,06,024	4,46,000	...	1,60,024
East Coast (b)	110	534	46,741	87	720	50,100	78	68,682	1,03,000	9,318	...
Special gauges—											
Joshua	66	28	1,088	39	25	2,800	112	4,041	4,700	659	...
Cher a-Companyganj	20	...	...	...	8	500	53	(c)	1,000	1,000	...
TOTAL	261	5,145	12,02,089	234	3,477	11,37,400	208	26,04,444	22,67,700	...	3,36,744
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	514	1,401	5,45,287	433	1,401	8,29,000	556	13,76,088	16,94,000	3,17,912	...
Bombay, Haroda and Central India	773	401	2,41,416	524	401	3,00,000	664	5,20,819	6,15,000	94,181	...
Madras	258	240	1,08,501	224	240	1,68,000	200	4,28,779	3,33,000	...	95,779
TOTAL	400	2,792	10,76,208	385	2,792	13,03,000	407	23,25,686	26,42,000	3,16,314	...
Assisted companies.	297	18,107	47,66,540	265	14,048	59,03,300	200	1,03,53,614	1,01,31,000	...	2,22,614
Standard gauge—											
Delhi-Umballa-Kalka	217	162	28,018	172	162	24,700	152	55,677	50,800	...	4,877
Lakhsar	320	23	5,112	232	23	5,600	255	11,102	11,200	98	...
Southern Panjab (Delhi-Samastota)	75	400	21,529	34	400	24,200	61	43,947	47,000	3,053	...
Tapti Valley	...	...	...	...	36	700	19	...	1,400	1,400	...
Metre gauge—											
Mymensingh-Jamalpur-Jagannath-Goa	...	...	...	...	33	1,000	30	...	1,800	1,800	...
Ronikund and Kumaon (Co.'s sec.)	137	66	5,160	78	66	6,200	64	4,953	10,800	5,847	...
Bengal Dooars	100	30	3,601	100	36	3,600	110	5,730	5,200	...	530
Dibrugarh	200	78	14,500	187	78	17,200	211	33,328	31,600	...	1,728
Assam-Burdwan-Parantik	59	55	2,191	40	55	3,300	64	5,127	6,700	1,573	...
Special gauges—											
Darjeeling-Himalayan	266	51	10,903	214	51	7,000	137	21,466	13,000	...	8,466
Buru	150	21	3,648	174	21	3,000	143	7,131	6,300	...	831
TOTAL	133	491	94,731	160	960	96,700	101	1,03,661	1,03,700	...	39
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bita Ganga	31	74	1,738	23	74	4,900	66	4,251	9,500	5,249	...
Bhopal-Ujain	76	114	8,494	75	114	9,900	87	27,352	10,700	...	16,652
Nagda-Ujain	85	33	1,442	44	34	1,600	47	2,777	3,000	223	...
The Nizam's guaranteed state	235	334	61,763	185	334	71,200	213	1,24,704	1,27,000	2,296	...
The Gachwar's Pettad	70	12	385	30	12	800	63	1,885	1,600	...	285
Rajpura-Bhimoda	110	108	18,897	119	108	10,400	95	30,375	10,300	...	20,075
Kolar-Godavide	408	10	3,075	308	10	3,900	300	7,512	7,000	...	512
Metre gauge—											
Yessanpur-Mysore Frontier section (inclg. M.-Nagjunge)	71	66	4,369	66	66	2,700	41	10,335	5,700	...	4,635
The Gachwar's Sindhwa	81	93	4,883	53	93	5,300	57	11,509	10,800	...	709
Kulharpur	85	49	1,079	37	49	2,300	45	2,180	2,700	520	...
Special gauges—											
The Gachwar's Dabhol	58	79	2,494	32	79	5,000	38	3,603	6,200	2,597	...
Kajipila	13	19	77	4	19	200	11	161	300	139	...
Lower Behar	63	22	1,185	34	23	1,300	53	2,891	2,400	...	491
TOTAL	133	996	1,03,880	104	998	1,10,200	116	2,30,445	2,35,800	4,855	...
Lines owned and worked by native states.											
Metre gauge—											
Bhawanagar-Gondal-Jenagad-Por-Banlar	120	324	34,577	82	324	31,000	93	61,519	59,500	...	2,019
Jalulgar-Hajkut	60	46	3,391	71	46	2,900	61	7,199	6,600	...	599
Jannagar	38	54	1,931	36	54	1,900	30	3,572	3,700	...	128
Unungedra	...	...	...	...	31	900	43	...	3,900	1,900	...
Joumure-Bickanear	66	361	22,716	62	407	37,300	92	47,016	74,800	27,784	...
Goodeypur-Chatur	42	60	1,041	37	60	2,800	47	3,471	5,400	1,929	...
Special gauge—											
Muri	82	24	6,374	68	24	6,300	65	12,042	13,100	1,058	...
TOTAL	86	957	66,030	70	1,016	82,800	81	1,40,325	1,65,000	24,675	...
GRAND TOTAL	273	20,040	59,71,707	243	22,023	81,56,000	243	1,00,08,045	1,07,08,000	...	6,99,955

(a) Includes Jammu and Kashmir and Hyderabad-Madras rly.

(b) Includes Berwade-Madras rly.

(c) Closed for traffic.

W. J. McELHINNY, Capt. R.E.  
Off. Under Secy. to the Govt. of India.

Calcutta, the 17th January, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XL of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 15TH JANUARY, 1898.			WEEK ENDING 14TH JANUARY, 1899.			Earnings from 1st April, 1897, to 15th January, 1898.	Earnings from 1st April, 1898, to 14th January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			Total.	Per mile open.		Total.	Per mile open.				
State lines worked by companies.											
Standard gauge—											
East Indian	183	1,740	11,60,867	667	1,745	12,41,000	711	4,57,85,692	4,61,99,800	4,13,308	...
Bengal Central	183	125	18,262	140	135	15,900	132	9,45,022	7,85,000	...	1,57,022
Bengal-Nagpur	139	862	3,27,830	148	1,153	1,61,000	140	45,49,236	51,90,000	6,06,764	...
Indian Midland (including Bhopal-Itan)	155	732	1,42,166	189	268	1,42,000	164	47,61,808	47,00,000	28,192	...
Deccan State. (East Coast State).	155	21	3,560	170	21	2,800	103	1,25,383	1,18,000	...	7,383
Madras-Kannur sec. (Deccan-Mad.)	135	9	803	89	9	900	100	47,564	31,000	...	15,564
Metro gauge—											
Rajputana-Malwa (incldg. G.R.-Nagda)	210	1,815	4,14,621	228	1,815	4,69,000	258	1,53,11,447	1,76,94,000	23,82,553	...
Palampur-Oesa	44	17	589	33	17	800	47	33,467	27,400	...	6,067
South Indian	166	1,049	1,33,943	129	1,018	1,32,000	130	73,25,580	67,30,000	...	5,95,580
Mayavaram-Mutpet	92	54	2,052	35	54	3,500	95	2,11,200	1,97,000	...	14,200
Southern Maharashtra (incldg. G.M. from sec.)	113	1,165	1,03,732	89	1,165	90,100	77	56,81,223	42,94,000	...	13,87,223
Mysore section (Southern Maharashtra)	123	296	33,105	112	296	10,000	57	15,64,057	10,14,000	...	5,50,057
Bangalore and North-Western system	147	827	1,26,571	153	928	1,30,000	140	47,87,281	49,83,000	1,95,719	...
Lucknow-Bareilly	81	222	20,375	94	231	21,000	95	6,55,406	7,93,000	1,37,594	...
Assam-Longan	73	286	44,230	85	308	33,700	85	7,00,076	10,37,000	3,76,000	...
Burma	106	937	2,04,051	218	930	1,62,000	173	62,11,389	63,05,000	1,54,011	...
TOTAL	243	10,170	25,18,183	248	10,779	20,22,900	243	9,27,57,313	10,02,18,200	14,00,867	...
State lines worked by the State.											
Standard gauge—											
North Western (a)	196	2,880	6,74,449	234	2,886	6,43,000	228	2,70,54,223	2,99,50,000	22,01,776	...
Oadh and Rohilkhand (incldg. the m.g. link)	195	875	1,72,470	197	1,013	2,03,000	200	68,55,705	78,09,000	9,73,295	...
Eastern Bengal (incldg. metro & 2'6")	362	818	3,07,341	370	825	2,30,000	279	1,22,52,224	1,14,04,000	...	8,28,224
East Coast (b)	106	538	40,741	32	720	50,100	78	22,40,025	20,51,000	...	1,99,025
Special gauge—											
Jorhat	69	28	1,088	39	25	2,800	112	75,447	75,600	153	...
Cherra-Companyganj	44	...	(c)	...	...	...	62	(d) 4,257	(e) 3,300	43	...
TOTAL	435	5,145	12,02,089	234	5,171	11,37,400	200	4,84,45,052	5,05,09,000	21,51,818	...
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	381	3,491	6,46,287	433	1,491	8,29,000	556	2,15,64,857	2,69,62,000	53,97,143	...
Bombay, Baroda and Central India	261	461	2,41,416	524	461	3,00,000	104	1,12,03,706	1,28,49,000	16,45,294	...
Madras	201	840	1,88,505	224	840	1,65,000	200	91,05,801	83,01,000	...	7,44,801
TOTAL	379	2,792	10,76,008	385	2,732	13,03,000	457	4,38,74,364	4,81,22,000	42,67,636	...
TOTAL (GUARANTEED AND STATE)	262	18,107	47,96,540	265	19,446	31,65,300	200	18,90,79,759	19,89,90,100	99,10,341	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	307	162	28,018	173	162	24,700	152	12,98,617	11,56,000	...	1,42,617
Lakewood	278	29	5,112	212	27	5,600	235	2,35,372	2,32,000	...	4,372
Southern Punjab (Delhi-Samaita)	42	400	21,529	54	400	34,200	91	(f) 1,47,188	11,00,000	10,21,412	...
Tapli Valley	...	...	...	...	...	700	19	...	(g) 2,500	3,900	...
Metro gauge—											
Mymensingh-Jamshpur-Jagannath-ganj	...	...	...	...	...	1,000	30	...	(h) 10,000	10,000	...
Rohilkhand and Kumaon (Co.'s sec.)	121	66	3,160	78	66	6,200	94	3,24,800	3,34,000	49,200	...
Bengal Doers	149	26	3,601	100	30	3,000	100	2,38,440	2,24,000	...	14,440
Dibru-Sadiya	198	28	14,500	187	78	17,200	221	6,25,095	6,27,000	1,905	...
Ahmedabad-Paritaji	45	33	2,191	40	35	3,500	64	(i) 74,195	1,24,000	49,805	...
Special gauge—											
Harjehing-Himalayas	274	51	10,903	214	51	7,000	137	6,10,015	6,07,000	...	3,015
Durai	195	21	3,048	174	21	3,000	143	1,04,059	84,100	...	14,059
TOTAL	147	891	94,731	100	900	90,700	101	36,09,181	40,04,400	9,57,219	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bra-Guana	26	74	1,738	33	74	4,900	66	75,869	1,10,000	34,131	...
Bhopal-Ujjain	61	114	8,494	73	114	9,000	87	2,70,451	3,37,000	66,549	...
Nagda-Ujjain	60	35	1,447	41	34	1,000	47	80,161	90,300	10,139	...
The Nizam's guaranteed state	211	334	61,763	185	334	21,200	213	28,25,104	30,00,000	2,54,896	...
The Cochin State	64	13	385	30	13	800	62	52,992	42,000	...	10,992
Kajpura-Bhatinda	122	104	12,897	119	104	10,400	96	5,42,214	5,08,000	...	34,214
Kolar-Gold-Benda	408	19	3,075	308	10	1,600	360	1,64,375	1,59,000	...	5,375
Metro gauge—											
Yercaudpur-Mysore Frontier sec. (incldg. M.-Naejanjod)	84	66	4,369	66	66	2,700	41	2,45,864	1,64,000	...	81,864
The Cochin State	75	93	4,883	53	93	5,300	57	2,73,721	2,51,000	...	20,721
Kolhapur	57	29	1,079	37	29	1,100	43	70,464	60,700	...	9,764
Special gauge—											
The Cochin State	31	79	2,494	32	79	3,000	39	1,66,641	1,57,000	...	9,641
Kajpura	11	19	77	4	19	200	11	5,806	8,500	2,634	...
Louch Behar	54	22	1,185	54	25	1,300	52	38,813	52,400	6,387	...
TOTAL	120	996	1,03,886	104	998	1,30,200	110	48,19,555	50,28,400	2,08,845	...
Lines owned and worked by native states.											
Metro gauge—											
Bhavnagar-Gondal-Jamshed-Porbandar	97	334	30,577	92	334	31,000	93	13,13,240	13,41,000	760	...
Jaisalmer-Rajkot	62	46	3,391	74	46	3,000	63	1,01,265	2,41,000	...	20,263
Jamnagar	38	54	1,931	36	54	1,000	30	(j) 118,054	84,000	...	3,854
Oranigadod	...	...	...	...	...	...	43	...	(k) 25,000	25,000	...
Jodhpur-Bikaner	60	364	22,716	62	407	37,500	94	9,30,118	14,25,000	1,92,882	...
Godavari-Lithor	38	60	1,641	27	60	4,800	49	90,170	1,16,000	1,26,830	...
Special gauge—											
Merr	83	24	6,374	68	24	5,100	65	3,47,014	3,16,000	...	31,014
TOTAL	75	957	66,030	70	901	82,800	81	24,05,865	21,49,000	1,28,000	...
GRAND TOTAL	243	10,170	25,18,183	248	10,779	20,22,900	243	9,27,57,313	10,02,18,200	14,00,867	...

(a) Includes Jammu and Kashmir and Hyderabad-Sindh-Punjab.

(b) Includes Baroda-Madras.

(c) Closed for traffic.

(d) From 1st April to 15th June, 1898.

(e) From 1st April to 15th June, 1898, and from 1st to 15th January, 1899.

(f) From 1st June, 1898, to 15th January, 1899.

(g) From 1st December, 1897, to 15th January, 1898.

(h) From 1st December, 1897, to 15th January, 1898.

(i) From 1st May, 1898, to 15th January, 1899.

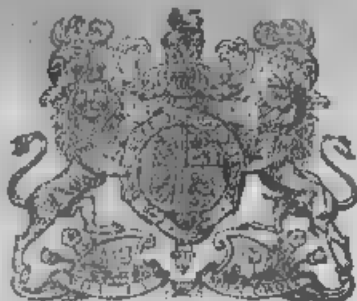
(j) From 1st April, 1898, to 15th January, 1899.

(k) From 1st June, 1898, to 15th January, 1899.



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SUPPLEMENT TO  
**The Gazette of India.**

No. 5. CALCUTTA, SATURDAY, FEBRUARY 4, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA,  
DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 21st, 1899.**

Very strongly pronounced anti-cyclonic conditions obtained in the Indian area during the first two days of the week. A wave of low pressure crossed the North-West Frontier into North-Western India on the 17th, but it was of very slight intensity, and hence produced no important change in the weather conditions beyond giving a light fall of snow in Kashmir and perhaps the interior ranges of the Punjab Himalayas. Its disappearance on the 18th was followed by a brisk increase of pressure which re-established high pressure conditions of moderate intensity on the 20th and 21st.

Weather was hence unusually fine and settled throughout the week in the plains of India, except in South Madras, which obtained some local thunder-showers of little importance at the end of the week from intensified north-east winds.

The principal feature of the weather of the week under review, as also of the previous week, was the severe cold over the whole of Northern and Central India and the North Deccan. The mean temperature of the week averaged from 3° to 6° below the normal in these areas due chiefly to unusually low night temperature. The cold was most severe in Bengal on the night of the 17th, when lower night temperatures were recorded at several stations than have been observed for many years in January.

**Daily Summary.**—*Sunday, January 15th.*—Pressure was practically unchanged in Southern India, and had increased over the remainder of the Indian region. The rise was brisk to rapid in Northern and Central India. Pressure



was in moderate to considerable excess in North-Western and Central India and Baluchistan, and strongly marked anti-cyclonic conditions obtained in that area. Pressure was approximately normal in the Peninsula, North-Eastern India and Burma, and the range of pressure was hence considerably larger in amount than usual over the Indian area in January. The air motion was of the ordinary cold weather type. The air was very dry in Kathiawar, Cutch and West Rajputana. Skies were overcast in the Kashmir Valley, and were clear or lightly clouded in the plains of India. No rain had fallen anywhere during the previous twenty-four hours. A cool wave of considerable intensity was affecting Baluchistan and Upper India, and causing a large reduction of temperature. The mean temperature of the past day was  $15\frac{1}{2}^{\circ}$  below the normal at Quetta,  $6^{\circ}$  in Sind and  $5^{\circ}$  in the Punjab due chiefly to unusually low night temperature.

Temperature was in moderate to considerable defect of the normal in Bengal, Assam, Orissa, Bombay and Southern India, and practically normal in Burma, the Gangetic Plain, Mysore, Madras Deccan, Central India, Berar and the Central Provinces.

*Monday, January 16th.*—The pressure changes of the previous 24 hours were very irregular in character in the plains of India. They, however, tended to accentuate the abnormal pressure conditions obtaining in Northern and Central India on the previous day. Pressure was nearly two-tenths of an inch above the normal in Sind and a twentieth of an inch below it in Upper Assam and North Bengal, and there was hence an abnormal gradient of a quarter of an inch between these two regions. Pressure had increased with great rapidity locally in Kashmir, the rise being greatest at Astor, where it was three-tenths of an inch in amount. A slight local fall of the barometer had occurred in Baluchistan, and a feeble wave of low pressure was passing eastwards through that area. Winds were generally from their normal cold weather directions in the plains of India, but were somewhat stronger than usual. The air was abnormally dry in Sind, Cutch and Rajputana. The lowest humidity recorded in this area was 17 per cent. at Hyderabad. Skies had clouded over in Baluchistan and Upper India. No rain or snow had again occurred at any of the meteorological stations. Temperature had increased very rapidly in Baluchistan, and was only in slight defect in that area during the previous 24 hours. A further reduction of temperature had, on the other hand, occurred in Upper and Central India and also in the North-Western Provinces due to the extension of the cool wave to that area. The mean temperature during the past day was  $7^{\circ}$  in defect in the Punjab,  $6^{\circ}$  in Sind,  $5^{\circ}$  in Rajputana,  $4^{\circ}$  in Central India, Gujarat and the North-Western Provinces,  $3^{\circ}$  in Bengal and Orissa and  $2^{\circ}$  in Bihar, Chota Nagpur, the Bombay Deccan and West Coast. Elsewhere the variations of temperature from the normal were small and unimportant.

*Tuesday, January 17th.*—The wave of low pressure which was affecting Baluchistan on the previous day had entered North-Western India, and caused a brisk to rapid fall of pressure in that area. Pressure was now in slight to moderate defect in the Punjab, and in considerable defect at the stations in the North-Western Himalayas. Over the remainder of the Indian area the pressure changes were too small to modify the general pressure conditions. Gradients had diminished rapidly in Northern and Central India, and the winds were hence much lighter than on the previous two days. The air continued exceedingly dry in North Bombay. The driest station in India at 8 A.M. was Bhuj, where the percentage of humidity recorded at that hour was only 10. Skies had cleared in Baluchistan, but continued overcast in Kashmir, where light snow had fallen during the previous 24 hours. Temperature had fallen over the whole of Northern and Central India and the Deccan, and was now more or less largely below the normal. The deficiency was most marked in the Punjab, Sind, Central India, Rajputana and the North-Western Provinces, in which it varied between  $6^{\circ}$  and  $11^{\circ}$ . Temperature differed to no important extent from the normal in Burma and Southern India.

*Wednesday, January 18th.*—Pressure had increased in Baluchistan, Northern India and Burma, and had fallen in the remainder of India. The



changes were, however, too small in amount to affect the distribution of pressure. The air circulation was similar to that on the previous day. Skies had cleared in Kashmir, and were now free from cloud over the whole of the country, excepting Southern India, where they were lightly clouded. Light snow had again been received in Kashmir. The most noteworthy feature of the weather was the low temperature over the whole of India to the north of Lat.  $20^{\circ}$  N. The mean deficiency exceeded  $3^{\circ}$  in amount over that area, and was greatest in the North Western Provinces and Central India ( $7^{\circ}$ ). The temperature conditions were practically normal in the Peninsula and Burma.

*Thursday, January 19th.*—Pressure had given way briskly in Baluchistan thus reducing the excess in that area. It had increased over nearly the whole of India and Burma, briskly in Southern India, Berar, the Central Provinces, Chota Nagpur and South and East Bengal, and slightly elsewhere. The variations of pressure from the normal were small, except in Baluchistan, Berar and the Central Provinces, where pressure was nearly a tenth of an inch above the normal. No change of importance had occurred in the air movement. The air was abnormally dry in Kathiawar, Gujarat and the northern districts of the Central Provinces. The lowest reported 8 A.M. humidity was 13 per cent. at Saugor. Skies were clouding over in Baluchistan and North-Western India, but remained clear over the remainder of the country. No rain had fallen in India during the previous 24 hours. A large increase of temperature had occurred in Baluchistan and a moderate increase in Northern India. The mean temperature of the previous 24 hours was in slight excess in Baluchistan, Upper Sind and the South-West Punjab and also in Burma, and was more or less below the normal in other districts. The deficiency was more than  $5\frac{1}{2}^{\circ}$  in amount in Central India ( $8^{\circ}$ ), Berar ( $7^{\circ}$ ) and the Central Provinces, the North-Western Provinces, Chota Nagpur and Bengal (each  $6^{\circ}$ ). The decreased temperature in these areas was due chiefly to much lower night temperature than usual.

*Friday, January 20th.*—Pressure had increased slightly at the great majority of stations, thus intensifying the high pressure conditions obtaining on the previous day. Pressure was now approximately uniform over Northern and Central India and the North Deccan, and winds were light and irregular in these areas. Winds were strong over the west of the Peninsula, where gradients were steep. Humidity had increased in the Gangetic Plain, Central India and the Central Provinces. Skies had cleared in Baluchistan and Upper India. No rain or snow had fallen anywhere. The temperature conditions were practically unchanged.

*Saturday, January 21st.*—Pressure had changed generally by small amounts except in Baluchistan and Upper India, where it had fallen slightly to briskly. Pressure continued above the average almost everywhere. The excess was moderate to considerable in amount in North-Eastern and Central India, Berar, the Central Provinces and North Madras, and small and unimportant over the remainder of the country. Winds had shifted to north-east on the Madras coast, and were blowing freshly. A northerly gale prevailed at Cherat. Skies were overcast in Southern India, and light showers had fallen in the extreme south of Madras and in East Ceylon. Skies were clouding over in Baluchistan and Upper India. Temperature had increased over the greater part of India, and the deficiency was hence less pronounced than on the previous day. The mean temperature of the previous 24 hours was from  $3^{\circ}$  to  $9^{\circ}$  below the normal in a large area, including the whole of North-Eastern and Central India, the Central Provinces and Berar, and approximately normal in the remainder of India. The night temperature was much more largely in defect in these areas than the day temperature. Temperature was, on the other hand, in considerable excess in Baluchistan, the Punjab hill districts and Central Burma.

**Temperature.**—The variations of the temperature conditions of the week from the normal were almost identical in character and amount with those of the previous week. Temperature was more or less below the normal over the



whole of India during the first six days of the week, but rose above it to a slight extent in Gujarat and the coast districts of the Peninsula on the 21st. Temperature varied slightly but irregularly from the normal in Burma on the first four days, but was in steady slight excess during the remainder of the week. On the average of the whole period temperature was practically normal (*i.e.*, differed by less than  $1^{\circ}$  from the normal) in Burma, the Madras coast and Madras Deccan, and more or less in defect of the normal in all other districts. The deficiency was small in amount in South India, Mysore, the West Coast and Bombay Deccan, and moderate to large over the whole of Northern and Central India and the North Deccan. It was most pronounced in Central India, where it averaged  $6^{\circ}$ . The night temperature was in much larger defect in the area of decreased temperature than the day temperature. The most striking feature of the temperature conditions of the week was the abnormally low night temperatures experienced in Baluchistan, the West Punjab and Lower Bengal. The following gives the lowest temperatures recorded in these areas and also the lowest hitherto registered in the month of January at the same stations for comparison:—

STATIONS.	Lowest minimum temperature during week.	Date on which recorded.	Lowest minimum previously recorded in January.	Year in which recorded.
Quetta . . . . .	10.8	15th	9.3	1897
Peshawar . . . . .	28.9	18th	28.8	1878 and 1880
D. I. Khan . . . . .	29.0	18th	26.0	1876
Mymensingh . . . . .	40.2	18th	41.1	1887
Saugor Island . . . . .	47.0	18th	46.8	1878
Calcutta . . . . .	45.2	18th	45.5	1878
False Point . . . . .	45.9	21st	46.4	1890

The following table gives temperature variation data of the week:—

PROVINCE.	Variation from normal of mean temperature of 24 hours preceding 8 A.M. of date—							Mean variation of week.
	15th.	16th.	17th.	18th.	19th.	20th.	21st.	
Burma . . . . .	0	0	0	0	0	0	0	0
Assam . . . . .	-0.6	+0.4	+0.1	-0.6	+1.3	+1.6	+1.7	+0.6
Bengal . . . . .	-2.6	-1.2	-2.7	-3.0	-2.5	-4.3	-5.1	-3.1
Orissa . . . . .	-2.9	-2.6	-5.4	-6.6	-5.7	-6.7	-5.6	-5.1
Bihar . . . . .	-3.6	-2.5	-2.7	-3.2	-3.5	-6.7	-8.3	-4.4
Chota Nagpur . . . . .	-1.1	-1.7	-5.8	-6.6	-5.5	-5.7	-4.3	-4.4
North-Western Provinces and Oudh . . . . .	-1.7	-1.8	-4.9	-6.1	-6.2	-7.1	-5.9	-4.8
Punjab . . . . .	-0.6	-3.9	-7.2	-7.5	-6.3	-4.7	-3.5	-4.8
Sind . . . . .	-5.3	-6.6	-7.6	-5.1	-2.1	-2.7	-1.2	-4.4
Rajputana . . . . .	-6.4	-6.3	-7.2	-5.5	-3.1	-3.6	-2.5	-4.9
Gujarat . . . . .	-2.5	-4.6	-6.3	-5.8	-5.3	-2.6	-1.4	-4.1
Central India . . . . .	-2.7	-3.5	-3.0	-4.5	-4.1	-2.3	+0.5	-2.8
Central Provinces . . . . .	-1.6	-3.9	-7.8	-7.1	-8.1	-6.7	-4.7	-5.7
Berar . . . . .	-0.3	-1.0	-4.2	-3.7	-6.0	-7.8	-6.7	-4.2
West Coast . . . . .	-1.2	-0.1	-0.9	-1.0	-6.8	-4.9	-3.3	-2.6
Bombay Deccan . . . . .	-3.9	-2.4	-0.3	-0.6	-1.2	-0.8	+0.3	-1.3
Mysore . . . . .	-2.7	-1.9	-2.8	-1.0	-2.1	-1.9	-1.9	-2.0
Madras Coast . . . . .	-0.8	-1.2	-0.9	-2.1	-3.5	-1.8	-1.8	-1.7
Madras Deccan . . . . .	-1.8	-0.8	-1.4	-0.4	-1.6	-0.7	+1.0	-0.8
South India . . . . .	-0.3	-1.0	-1.3	-1.6	-0.5	-0.1	-1.5	-0.9
	-2.3	-0.5	0	-1.8	-2.5	-3.2	-0.3	-1.5
Mean for whole of India . . . . .	-2.2	-2.4	-3.6	-3.7	-3.8	-3.6	-2.7	-3.1



**Rainfall.**—Weather was feebly disturbed in Kashmir and the interior ranges of the Punjab Himalayas on the 17th and 18th due to the advance of a low pressure wave from Persia into North-Western India, and light snow fell in these areas during that period. Darjeeling was visited by a severe hailstorm on Wednesday evening, which gave it a fall equivalent to 1·18 inches of rain. With these exceptions no rain or snow was reported from any part of the Indian area during the week.

The chief abnormal features of the seasonal rainfall up to date may be summed up as follows:—

- (1) Heavier rain than usual in Bengal (excepting Orissa), the Assam Valley and Hills, Oudh and North-Western Provinces East, and East Submontane.
- (2) Scanty rainfall in Cachar, Orissa, the North-Western Provinces Central, West, West Submontane and Hills, the Central Punjab, the Punjab Hills, Central India East, and East Coast South.
- (3) Absence of rain over the remainder of India, Burma and Baluchistan, and hence general deficiency, most marked in the Punjab, Baluchistan and parts of the Central Provinces.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JANUARY 21ST 1899.			RAINFALL DATA FROM JANUARY 1ST TO JANUARY 21ST 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 1st to 21st January 1899.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim	0	0	0	0	0	0
	2. Lower Burma Deltaic	0	0	0	0	0.06	- 100
	3. Central do.	0	0.01	-0.01	0	0.02	- 100
	4. Upper do.	0	0.06	-0.06	0.09	0.07	+ 29
	5. Arakan	0	0	0	0	0.02	- 100
BENGAL AND ASSAM	6. Eastern Bengal	0	0.10	-0.10	0.62	0.33	+ 88
	7. Assam Surma	0	0.11	-0.11	0.15	0.38	- 61
	8. Do. Hills	0	0.15	-0.15	0.52	0.50	+ 4
	9. Do. Brahmaputra	0	0.22	-0.22	0.59	0.56	+ 5
	10. Deltaic Bengal	0	0.06	-0.06	0.60	0.26	+ 131
	11. Central do.	0	0.08	-0.08	0.75	0.25	+ 200
	12. North do.	0.01	0.14	-0.13	0.71	0.24	+ 196
	13. Bengal Hills	0.29	0.23	+0.06	1.35	0.38	+ 255
	14. Orissa	0	0.04	-0.04	0.04	0.13	- 69
	15. Chota Nagpur	0	0.12	-0.12	0.58	0.36	+ 61
NORTH-WESTERN PROVINCES AND ODISH.	16. South Bihar	0	0.15	-0.15	1.45	0.34	+ 326
	17. North do.	0	0.15	-0.15	1.09	0.34	+ 221
	18. North-Western Provin- ces East	0	0.09	-0.09	1.11	0.35	+ 217
	19. South Oudh	0	0.13	-0.13	0.86	0.40	+ 115
	20. North do.	0	0.12	-0.12	0.80	0.32	+ 150
	21. North-Western Provin- ces Central	0	0.11	-0.11	0.21	0.37	- 43
	22. North-Western Provin- ces West	0	0.11	-0.11	0.06	0.28	- 79
	23. North-Western Provin- ces East Submon- tane	0	0.08	-0.08	1.00	0.28	+ 257
	24. North-Western Provin- ces West Submon- tane	0	0.30	-0.30	0.33	0.69	- 52
	25. North-Western Provin- ces Hills	0	0.52	-0.52	1.20	1.24	- 3
PUNJAB	26. South-East Punjab	0	0.12	-0.12	0.02	0.38	- 95
	27. South do.	0	0.09	-0.09	0	0.40	- 100
	28. Central do.	0	0.21	-0.21	0.11	0.69	- 84
	29. Punjab Submontane	0	0.28	-0.28	0	0.85	- 100
	30. Do. Hills	0	0.88	-0.88	0.76	1.62	- 58
BOMBAY AND MALLA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab	0	0.34	-0.34	0.02	0.93	- 98
	32. West do.	0	0.12	-0.12	0	0.25	- 100
	33. Malabar	0	0.06	-0.06	0.07	0.26	- 73
	34. Madras South-Central	0	0.03	-0.03	0	0.19	- 100
	35. Coorg	0	0.06	-0.06	0	0.21	- 100
CENTRAL PROV- INCES AND BERAH	36. Mysore	0	0.03	-0.03	0	0.07	- 100
	37. Konkan	0	0.02	-0.02	0	0.10	- 100
	38. Bombay Deccan	0	0.02	-0.02	0	0.06	- 100
	39. Hyderabad North	0	0.04	-0.04	0	0.11	- 100
	40. Khandesh	0	0.11	-0.11	0	0.25	- 100
BOMBAY (NORTH)	41. Berar	0	0.11	-0.11	0	0.25	- 100
	42. Central Provinces	0	0.19	-0.19	0	0.29	- 100
	43. Central Provinces Cen- tral	0	0.19	-0.19	0.02	0.36	- 94
	44. Central Provinces East	0	0.10	-0.10	0.02	0.24	- 92
	45. Gujarat	0	0.01	-0.01	0	0.02	- 100
RAJPUTANA AND CENTRAL INDIA	46. Kathiawar	0	0	0	0	0	0
	47. Sind	0	0.06	-0.06	0	0.20	- 100
	48. Baluchistan Hills	0	0.43	-0.43	0	1.16	- 100
	49. Central India East	0	0.18	-0.18	0.11	0.34	- 68
	50. Rajputana East, Cen- tral India West	0	0.06	-0.06	0	0.14	- 100
MADRAS	51. West Rajputana	0	0.05	-0.05	0	0.18	- 100
	52. East Coast North	0	0.09	-0.09	0.02	0.15	- 87
	52-A. Do. do. (s)	0	0	0	0	0.09	- 100
	53. Hyderabad South	0	0.03	-0.03	0	0.09	- 100
	54. Madras Central	0	0.04	-0.04	0	0.05	- 100
MADRAS	55. East Coast Central	0	0.25	-0.25	0.01	0.34	- 97
	56. Do. South	0.02	0.10	-0.08	0.19	0.41	- 54
	57. Madras South	0.01	0.11	-0.10	0.03	0.46	- 94

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 26th January 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 28th January.*—No rain fell during the week except showers in the southern districts. The water-supply is generally sufficient except in parts of the Deccan. Some sowings are still being made chiefly under irrigation. The standing crops are thriving generally, except in the Deccan where some are not in good condition. The recent harvest has yielded a fair to normal out-turn. Pasturage is growing scarce, but fodder is generally sufficient. The condition of cattle is normal. The fall in prices continues.

**Bombay.**—*For week ending 1st February.*—The standing crops have been injured by frost throughout Sind and by white ants in one taluka of Thar and Parkar. Wheat has been injured by rats in parts of Bijapur and by excessive wind in two talukas of Dharwar. Cotton has been damaged by frost in parts of Baroda Territory. The reaping of the late crops is progressing in ten and preparations for next season are being made in seven districts. Cotton-picking continues in parts of Gujarat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock are generally healthy. Prices have risen in five and have fallen in seven districts.

**Bengal.**—*For week ending 30th January.*—There was rain over a considerable portion of Bengal Proper and Chota Nagpur, and also in places in Bihar during the week. Prospects of the spring crops are generally favourable and some of them are being harvested. The poppy crop in Bihar, except for some damage done by caterpillars in parts of Darbhanga and Champaran, is flourishing. Spring rice is being transplanted and doing well. Ploughing for autumn rice and jute is proceeding. Fodder is plentiful in every district. Prices have slightly risen in some places: in others they are stationary.

**North-Western Provinces and Oudh.**—*For week ending 1st February.*—Slight showers of rain fell during the week in three districts, otherwise clear weather has prevailed. The standing crops are in good condition. Pressing of sugar-cane and irrigation of the spring crops continue. Prospects, except for damage by frost in parts, are favourable. Markets are well supplied. Fodder is sufficient. Prices show a slight rise in some districts otherwise they are fairly stationary.

**Punjab.**—*For week ending 1st February.*—No rain fell during the week: It is badly wanted throughout the Province to improve the prospects of the standing spring crops. Sugar-cane pressing still continues in some districts. Watering of the spring and ploughing for the extra spring crops are in progress. The standing crops are generally in fair condition: they are up to the average in Jullundur and below the average in Dera Ismail Khan. Irrigated crops are promising while those dependent on rain are mostly suffering from drought. The rapeseed crop is being damaged by caterpillars in two tahsils and by cold in one tahsil of the Ferozepore district. Cattle are generally in good condition. Fodder is scarce in Delhi, Shahpur and parts of Dera Ismail Khan, insufficient in Lahore, and ample elsewhere. Prices, specially of wheat, are rising in Jullundur, Amritsar, Rawalpindi and Peshawar and are unchanged elsewhere. Wheat is selling from 15½ to 21, gram 21½ to 24, barley 32, bulrush millet 20 to 24½, maize 26 to 31, great millet 25, and rice 13 to 14 seers per rupee.



**Central Provinces.**—*For week ending 31st January.*—The weather is clear and cold. The prospects of the winter crops are fair to good in all districts except in Saugor, Damoh and part of Chanda where they are poor to gloomy. Some damage through frost to standing crops, more especially to pulses, is reported from Saugor, Damoh and Bhandara, and through frost and want of moisture from Mandla. The reaping and threshing of the autumn crops have almost been completed and the pressing of sugar-cane continues. The reaping of the winter crops has begun in some districts but employment for agricultural labour is scarce in Saugor and Damoh. Fodder has become scarce in the Bargarh tahsil of Sambalpur. The cheapest prices are:—Wheat 20, gram 32, rice 26 and *juar* 38 seers per rupee. The dearest prices are wheat 12, gram 15, rice 11½, and *juar* 20 seers per rupee. Wheat continues to sell above the normal rate in the south, east and west of the provinces, and the price of gram is still low in the northern districts.

**Burma.**—*For week ending 28th January.*—In Lower Burma reaping still continues in a few districts. In Bassein the outturn is found to be slightly less than was anticipated. In Upper Burma sowing and transplanting of dry weather paddy and miscellaneous crops are progressing. Prospects continue favourable. The price of paddy has risen slightly in Rangoon, Thongwa, Henzada, Thaton, Tavoy, Minbu and Bhamo and has fallen in Mandalay and to a less extent in Pegu.

**Assam.**—*For week ending 31st January.*—Slight rain fell during the week in all districts except Goalpara and Kamrup. Harvesting of the late rice crop still continues in Kamrup and Nowgong. Gathering of pulses, pruning of tea, and pressing of sugarcane are in progress. The prospects of the sugarcane, mustard and pulse crops are generally good. Fodder is scarce in Cachar and the Naga, Khasi and Jaintia Hills. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 14½ to 15, Sylhet, Dhubri and Gauhati 16, and Tezpur, Nowgong, Sibsagar and Dibrugarh, 13 seers per rupee.

**Mysore and Coorg.**—*For week ending 1st February.*—**MYSORE:** Prospects are good. *Ragi* (*Eleusine coracana*) has been harvested in parts of Bangalore, Kolar, Mysore and Chittaldroog. Prices have fallen slightly in Bangalore, Mysore and Kadur and have risen in Shimoga.

**COORG:**—The threshing of rice continues whilst that of *ragi* (*Eleusine coracana*) has been completed. Coffee is still being gathered. Prices of food grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 1st February.*—**BERAR:** The weather is cool. The winter crops are not in good condition. Land is being prepared for the ensuing monsoon crops in all districts except Amraoti. A scarcity of fodder and water prevails in parts of the province. Prices are stationary.

**Hyderabad.**—No rain fell during the week. Harvesting of the spring crops continues and weeding of the winter crop is in progress. Insects are damaging the castor-seed crop in parts of the Warangal and Nalgunda districts. Prices continue stationary. Prices—wheat 9, coarse rice 10½, and *juari* 21½ seers per current sicca rupee.

**Central India.**—*For week ending 1st February.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The condition of the standing crops and their probable outturn are good, though slight damage has been caused by frost in Gwalior, Bundelkhand and Malwa. Agricultural stock and pasturage are in good condition. Prices are normal everywhere. The condition of opium is good in Bhopal and fair in Malwa.



**Rajputana.**—*For week ending 1st February.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good but they have been slightly damaged by frost in Merwara, Jeypore and Ulwar and considerably in Kishengurh. Cattle are generally in good condition. The Government reserves have been opened to grazing in Ajmere-Merwara. Distress is spreading and increasing in Marwar. Takavi advances have been granted freely with beneficial results. In Ajmere distress is increasing in some villages of Gangwana. Fodder is scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikaner. Prices are rising in Jhallawar and Jeypore, falling in Sirohi and Meywar, and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 113 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,956 persons. The numbers employed on relief works were—409 in Ajmere, 2,608 in Merwara and 1,087 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 31st January.*—The weather has been snowy and cloudy but is now fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 1st February.*—Report not received.

**Nepal.**—*For week ending 28th January.*—Rainfall '06. The weather is foggy and damp. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,  
Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 22ND  
JANUARY, 1898, AND FROM 1ST TO 21ST JANUARY, 1899.

N.B.—As regards the figures in column Total Earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 22ND JANUARY, 1898.			WEEK ENDING 21ST JANUARY, 1899.			Earnings from 1st to 22nd January, 1898.	Earnings from 1st to 21st January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.	Per mile open.	Mean mileage worked.	Earnings.	Per mile open.				
		Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>State lines worked by companies.</b>											
<i>Standard gauge—</i>											
East Indian	694	1,740	13,64,967	784	1,743	11,84,000	679	38,48,203	36,18,000	...	2,30,203
Bengal Central	163	125	21,371	171	125	18,200	149	57,807	54,000	...	3,807
Bengal-Nagpur	181	862	1,55,099	157	1,186	1,70,000	143	4,19,719	4,89,000	69,281	...
Indian Midland (including Bhopal-Itarsi)	171	752	1,35,427	180	868	1,35,000	156	4,44,507	4,15,000	...	29,507
Beavada Extn. (East Coast State)	191	51	3,807	181	21	2,400	124	10,085	7,200	...	2,885
Madras-Eenur sec. (Beavada-Mad.)	119	9	625	69	9	600	89	2,511	2,300	...	211
<i>Metre gauge—</i>											
Kajinana-Malea (inclg. G.-R.-Nagda)	264	1,815	4,25,234	236	1,815	4,97,000	274	13,17,000	14,09,000	1,11,100	...
Palampur-Besasa	44	17	452	27	17	600	47	1,458	2,100	742	...
South Indian	161	1,042	1,38,554	133	1,013	1,27,000	123	4,56,502	4,03,000	...	53,502
Mayavaram-Mutpet	88	54	4,075	75	54	3,500	63	2,144	11,300	...	142
Southern Mahratta (inclg. G.-M. from sec.)	103	1,165	98,581	85	1,165	92,400	79	3,41,400	2,81,000	...	40,400
Mysore section (Southern Mahratta)	107	206	55,018	121	290	17,200	60	1,00,310	52,000	...	50,430
Bengal and North-Western system	162	827	1,35,938	104	928	1,27,000	137	3,08,774	3,82,000	...	16,774
Lucknow-Bareilly	106	231	25,477	110	231	22,200	96	68,820	63,200	...	5,620
Assam-Bengal	90	286	26,700	93	398	34,300	87	75,014	99,200	24,186	...
Burma	223	937	2,43,604	200	936	7,85,000	108	6,78,834	5,20,000	...	1,58,834
<b>TOTAL</b>	260	10,779	27,99,542	275	10,812	20,17,000	242	82,03,026	74,39,300	...	7,63,726
<b>State lines worked by the State.</b>											
<i>Standard gauge—</i>											
North-Western (a)	287	2,886	7,57,340	262	2,886	6,58,000	228	22,67,870	19,56,000	...	3,11,870
Ordn. and Rohilkhand (inclg. the m. g. link)	217	873	2,15,652	246	1,013	1,95,000	192	6,00,849	6,05,000	4,152	...
Eastern Bengal (inclg. metre & 1' 6")	319	818	3,34,097	408	825	2,40,000	201	9,40,121	6,20,000	...	3,20,121
East Coast (b)	140	535	58,082	108	710	61,200	83	1,56,764	1,79,000	13,236	...
<i>Special gauges—</i>											
Jerhat	66	28	2,208	100	28	1,700	61	6,849	6,400	...	449
Cherra-Companyganj	20	...	(c)	...	8	600	75	(c)	1,700	...	1,700
<b>TOTAL</b>	701	5,145	13,58,009	206	5,480	21,56,000	211	39,72,451	34,35,100	...	5,47,351
<b>Lines worked by guaranteed cos.</b>											
<i>Standard gauge—</i>											
Great Indian Peninsula system	514	1,491	6,48,078	435	1,491	5,62,000	578	20,24,166	25,37,000	5,12,834	...
Bombay, Baroda and Central India	775	461	2,28,512	517	461	3,00,000	651	7,59,331	9,15,000	1,55,669	...
Madras	258	840	1,99,864	234	840	1,68,000	200	6,75,618	5,01,000	...	1,74,618
<b>TOTAL</b>	1,547	2,792	10,76,454	1,186	2,792	10,30,000	1,429	34,59,115	39,53,000	5,03,885	...
<b>TOTAL (GUARANTEED AND STATE)</b>	2,97	18,140	52,51,010	2,290	19,004	31,86,000	2,677	1,55,64,624	1,54,27,300	...	1,37,324
<b>Associated companies.</b>											
<i>Standard gauge—</i>											
Dellhi-Umalla-Kalka	217	168	80,281	196	168	25,300	156	1,35,958	76,100	...	59,858
Larkosur	320	22	8,277	376	22	5,300	241	29,379	16,400	...	12,979
Southern Punjab (Delhi-Samastga)	75	430	19,616	40	400	24,100	60	63,503	71,100	7,597	...
Tapli Valley	...	...	...	...	36	800	22	...	2,300	2,300	...
<i>Metre gauge—</i>											
Mymensingh-Jamulpur-Jagannath-ganj	...	...	...	...	33	900	27	...	2,800	2,800	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	5,196	27	66	5,000	76	15,069	15,000	69	...
Bengal Unnara	106	36	4,603	130	36	2,100	50	10,423	8,300	...	2,123
Dibru-Sadiya	200	78	13,571	174	78	16,700	214	46,809	48,200	1,391	...
Ahmedabad-Parantij	59	55	2,602	47	55	3,300	60	7,720	10,100	2,380	...
<i>Special gauges—</i>											
Darjeeling-Himalayan	266	51	9,319	183	51	18,000	196	30,785	23,000	...	7,785
Barn	140	21	3,173	153	21	3,900	143	10,504	9,200	...	1,304
<b>TOTAL</b>	135	891	1,46,608	103	960	97,500	102	3,40,379	2,83,300	...	57,079
<b>Lines owned by native states and worked by other agencies.</b>											
<i>Standard gauge—</i>											
Mad-Guana	31	74	2,601	35	74	4,000	66	6,862	14,500	7,638	...
Bhopal-Ujjain	26	124	2,493	75	114	10,800	93	25,745	20,400	...	4,655
Nagda-Ujjain	60	35	1,904	50	34	1,500	53	4,741	4,600	...	141
The Nizam's guaranteed state	235	334	78,871	236	334	72,800	221	2,13,573	2,21,000	7,427	...
The Gekwar's Petlad	70	15	464	36	15	800	63	1,349	2,400	1,051	...
Rajputana-Bharunda	140	108	22,010	204	108	11,800	103	52,385	30,000	...	22,385
Kolar-Uml-Bharunda	408	10	2,827	283	10	3,500	350	10,339	10,500	161	...
<i>Metre gauge—</i>											
Yessatpur-Mysore Frontier section (inclg. M.-Nanjangud)	71	66	4,122	62	66	2,500	38	14,457	8,200	...	6,257
The Gekwar's Mehmeda	61	93	6,437	69	93	6,000	65	17,046	16,500	...	546
Kolhapur	35	89	904	33	29	1,700	59	3,144	4,300	1,156	...
<i>Special gauges—</i>											
The Gekwar's Dabhoi	58	79	3,209	41	79	2,000	37	8,812	9,100	288	...
Rajpipla	13	19	42	3	19	300	11	210	500	290	...
Louch Behar	63	22	3,595	163	25	1,100	44	6,476	3,600	...	2,876
<b>TOTAL</b>	133	950	1,35,540	130	960	1,21,300	122	3,66,041	3,56,700	...	9,341
<b>Lines owned and worked by native states.</b>											
<i>Metre gauge—</i>											
Bhavnagar-Gosdal-junagadh-Port-land	126	234	34,423	103	234	34,500	103	99,241	94,000	...	5,241
Jamul-Rajkot	80	46	3,473	76	46	3,500	76	10,072	10,100	...	28
Jamnagar	38	54	2,135	40	54	1,800	32	5,713	5,500	...	213
Dhruvagar	...	...	...	...	21	1,100	48	...	2,900	...	...
Jodhpur-Bikaner	66	304	28,044	61	407	40,000	98	69,660	1,15,000	45,340	...
Udypore-Chitor	42	60	1,903	39	60	2,300	38	5,374	7,700	2,326	...
<i>Special gauge—</i>											
Morni	82	94	6,055	64	94	7,000	81	18,097	20,200	1,703	...
<b>TOTAL</b>	80	932	20,033	74	1,010	90,200	89	2,10,358	2,53,000	42,642	...
<b>GRAND TOTAL</b>	273	20,973	50,03,597	267	22,082	54,13,700	243	1,63,01,352	1,61,23,400	...	1,78,952

(a) Includes Jammu and Kashmir and Hyderabad-Sindhpeth rty.  
(b) Includes Beavada-Madras rty.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.

Offg. Under Secy. to the Govt. of India.

CALCUTTA, the 3rd February, 1899.



No. XLI of 1898-99.

N.B.—As regards the figures in column *Total Earnings* from 1st April, 1898, audited figures have been used, as far as possible.

(1) Includes Jaipur and Ranthambur and Hyderabad-Shahtpalli etc.  
(2) Includes Barwa-Matrua etc.  
(3) Based on trail.  
(4) From 1st April to 10th June, 1907.  
(5) From 1st to 10th April, 1906, and from 1st to 30th January, 1909.  
(6) From 10th November, 1907, to 10th January, 1908.

(c) From 1st December, 1908 to 31st January, 1909.  
(d) From 1st October, 1908, to 31st January, 1909.  
(e) From 1st May, 1907, to 31st January, 1909.  
(f) From 1st April, 1907, to 31st January, 1909.  
(g) From the same time, 1906, to 31st January, 1909.

W. J. McELHINNY, Capt., R.E.



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SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully or usefully be known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA,

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, January 28th, 1899.**

The week under review was remarkably free from disturbance throughout the Indian region, with the exception of Kashmir, the extreme south of the Peninsula and Bengal. The first of these areas obtained light snow on the 25th and 26th due to a slight depression in the North Punjab, the second area some local showers from intensified north-east winds on the 22nd and 23rd, and the last-named locality numerous thundershowers on the 27th due to the passage eastwards through that area of a low pressure wave. The temperature conditions of the week were much less abnormal than during the previous two weeks. Temperature was in steady moderate defect in Madras due chiefly to low night temperature accompanying great dryness of the air caused by the prevalence of dry land winds. Very cool weather prevailed over the whole of Bengal during the first three days of the week, and remarkably low night temperatures were recorded at Calcutta and Saugor Island on the night of the 21st. On the mean of the whole week temperature was approximately normal over the whole of the Indian area, excepting Assam, Bengal, Bihar and Madras, where it was in moderate defect.

**Daily Summary.—Sunday, January 22nd.**—Pressure had decreased throughout the Indian area, and was now practically normal. Light irregular airs and calms obtained over the whole of Northern and Central India, where pressure was approximately uniform. Moderate gradients obtained in the Peninsula and the Bay of Bengal, and winds were strong in the south-west of the Bay. Skies were densely clouded in the North-West Himalayas, the South-



East Punjab and the adjacent districts of the North-Western Provinces. They were moderately clouded in the south of the Peninsula and Ceylon, and moderate rain had fallen in East Ceylon and showers in the extreme south of Madras. Temperature was in considerable to large defect of the normal in Assam, Bengal, Orissa, Chota Nagpur, the Gangetic Plain, Berar and the Central Provinces and practically normal in the remainder of India and Burma. Temperature was, on the other hand, in considerable excess in Baluchistan due to much higher day temperature than usual.

*Monday, January 23rd.*—A rapid rise of the barometer had occurred in Baluchistan and Upper Sind, and pressure was now upwards of a tenth of an inch above the normal in that area. Pressure had increased slightly to briskly in the Punjab and Lower Sind, and was in slight excess. In the remainder of India the barometric changes were too small to affect the relative distribution of pressure. Winds were unchanged in direction, but were somewhat lighter in the south-west of the Bay and the Coromandel Coast districts. The air was very dry in West Rajputana and the hill districts of Northern India. Skies had cleared in Upper India, and were now free from cloud over the whole of the Indian area, except Southern India and Ceylon, where they continued moderately clouded. Moderate rain had fallen in Ceylon and showers in the extreme south of Madras. A rapid fall of temperature had occurred in Baluchistan, and temperature was now practically normal in that area. Temperature had, on the other hand, increased slightly to rapidly in India, thus reducing the deficiency in that area. The mean temperature of the previous 24 hours was from  $3^{\circ}$  to  $7^{\circ}$  below the normal in North-Eastern India and approximately normal in other districts. The chief feature of the temperature conditions was the unusually large diurnal range in the Punjab and Rajputana ( $11^{\circ}$  above the normal).

*Tuesday, January 24th.*—Pressure had given way over the whole Indian area. The fall was rapid in Sind and the Punjab, slight in Burma and Southern India and brisk over the intervening region. Pressure was below the normal throughout India and Burma by amounts ranging from  $\cdot 04$ " in Burma and Southern India to  $\cdot 13$ " in the North-West Punjab. Pressure was unusually uniform over the greater part of the interior of India, and winds were light and unsteady. Winds had shifted to north-westerly directions in South Madras, and caused a very rapid decrease of humidity. Skies had clouded over in Kashmir and the Punjab due to the formation of a slight disturbance in the North Punjab and Chitral. Skies were clearing in Southern India and Ceylon. Practically no rain or snow had fallen at any of the meteorological stations. Temperature had increased to a moderate extent in North-Eastern India, but was still in moderate to considerable defect. Temperature had decreased briskly in Southern India and also in Gujarat and Baluchistan, and averaged  $2^{\circ}$  to  $3^{\circ}$  below the normal. The variations of temperature from the normal were small and unimportant in other districts.

*Wednesday, January 25th.*—Pressure had increased slightly in Bengal, Assam and Upper Burma and briskly in the North-West Punjab. Pressure was steady in Lower and Central Burma and Baluchistan, and had fallen over the remainder of the country—briskly in Rajputana and Central India. Pressure was in moderate excess in Baluchistan and more or less in defect in India and Burma. The deficiency was least in amount in East and North Bengal and greatest in Rajputana, Central India and the central and northern districts of the Central Provinces, where it was slightly upwards of a tenth of an inch. Winds had shifted to southerly directions in Bengal and easterly directions in the Gangetic Plain. Humidity had increased very rapidly in Gujarat and the hill districts of Upper India, and decreased in Sind, Rajputana, the Central Provinces and the Peninsula. Skies had cleared in the North and West Punjab, but were overcast in Kashmir and heavily clouded in the South-East Punjab, the North-Western Provinces and East Rajputana. Light snow had fallen in Kashmir and probably also in Chitral. Temperature had increased rapidly in Orissa, Sind and Rajputana and briskly in Bengal, Gujarat and Berar. The temperature conditions were now much less abnormal than for some days



past. The mean temperature of the past day was in moderate defect in Bengal, Assam, Bihar, Mysore and Madras and in moderate excess in Berar, Sind and Rajputana.

*Thursday, January 26th.*—Pressure had fallen slightly in Baluchistan and increased slightly to briskly in North-Western India, and was now practically normal over the whole of that area. Pressure had increased briskly to rapidly in Kashmir, and the feeble disturbance in that area on the previous day had passed away. Pressure had decreased slightly to briskly in North-Eastern India, and was nearly an eighth of an inch in defect of the normal in Chota Nagpur. The pressure changes were small and irregular in the Peninsula, and the pressure conditions remained unchanged in that area. Winds from between south and east prevailed in Bengal, Bihar and Chota Nagpur, and skies were clouding over in that area. Skies were lightly clouded in Southern India, and were clear in the remainder of India and Burma. Light snow had fallen in Kashmir and a local shower at Mymensingh. Temperature had decreased slightly in the southern half of the Peninsula, and averaged  $3^{\circ}$  below the normal in Mysore and Madras during the previous 24 hours due almost solely to much lower night temperature than usual. Temperature had again increased briskly in North-Eastern India, and was now approximately normal over nearly the whole of Central India, the Central Provinces and Upper India. It was  $2^{\circ}$  in defect of the normal in Burma, Assam and the North-Western Provinces and  $5^{\circ}$  below in Baluchistan.

*Friday, January 27th.*—Pressure had recovered briskly over the greater part of Northern and Central India and Upper Burma and slightly in the Peninsula and Baluchistan. Pressure differed to no important extent from the normal over by far the greater part of the country. It was in moderate to considerable excess in Upper Burma and Assam and in moderate defect in Berar and the Central Provinces. Winds were shifting back to northerly directions in Bengal. Humidity had increased generally in India and fallen in Baluchistan. The air was very dry in Berar, Gujarat and the West Punjab. The lowest humidity recorded at 8 A.M. in that area was 20 per cent. at Deesa and Bhavnagar-Para. Skies were heavily clouded in Baluchistan and Kashmir and partially clouded in North-Western and Central India. Local thundershowers had occurred in Bengal, but skies were now clearing in that area. A brisk to rapid increase of temperature had occurred in Chota Nagpur, Bihar and Bengal, and the mean temperature of the previous 24 hours was  $5^{\circ}$  above the normal in Chota Nagpur,  $3^{\circ}$  in Orissa and  $2^{\circ}$  in Bengal and Bihar. Temperature continued in moderate to considerable defect of the normal in Mysore and Madras. Temperature was practically normal in North-Western and Central India and the Deccan. The diurnal range of temperature was, however, unusually large in the Punjab, where the day temperature averaged  $4^{\circ}3$  above the normal and the night temperature  $4^{\circ}4$  below it.

*Saturday, January 28th.*—The barometric changes of the previous 24 hours were generally small in amount, and produced no important change in the pressure conditions prevailing on the previous day. Winds continued light and unsteady in Northern India. Winds were much below their normal strength in Madras and Mysore. A further slight decrease of humidity had occurred in Gujarat and Upper Sind, and the air was now unusually dry in that area. The percentage of humidity at 8 A.M. was only 18 at Bhavnagar-Para and 28 at Bhuj. There was much cloud in Baluchistan, North-Eastern India and South Madras. No rain had fallen anywhere in the Indian area beyond a light shower at Colombo. Temperature was in moderate to considerable excess in Orissa, Chota Nagpur, Rajputana, Central India and Berar and  $3^{\circ}$  in defect in the West Coast and Bihar. Elsewhere the variations from the normal were small and of no significance.

**Temperature.**—The mean temperature conditions of the week varied to a much less extent from the normal than during the preceding two weeks. The chief feature was a persistent moderate deficiency of temperature in Madras due chiefly to low night temperature accompanying the prevalence of dry land



winds. Another important feature was the unusually large diurnal range of temperature in North-Western India due to the day temperature being in considerable excess and the night temperature in defect by nearly equal amounts. Thus the diurnal range averaged  $11^{\circ}$  above the normal in the Punjab and Rajputana on the 23rd and  $11\frac{1}{2}^{\circ}$  above in Sind, and  $9^{\circ}$  above in the North-Western Provinces on the 24th. Temperature was very low in the Bengal Presidency during the first three days of the week, but increased rapidly on the 25th and 26th and was more or less above the normal on the last two days. Temperature was in considerable defect of the normal in Berar and the Central Provinces at the commencement of the week, but rose rapidly during the next two days and was from  $1^{\circ}$  to  $3^{\circ}$  above the normal during the remainder of the week. Temperature differed but little from the normal throughout the week in Burma. On the mean of the whole week temperature was normal over the whole of the Indian area, with the exception of Assam, Bengal, Bihar and Madras, where it was in moderate defect.

The following statement gives the variations of the mean daily temperature from the normal for the 20 divisions of the Empire on each day of the week and for the whole week:—

PROVINCE.	VARIATION FROM NORMAL OF MEAN TEMPERATURE OF 24 HOURS PRECEDING 8 A.M. OF DATE							Mean variation of week.
	22nd.	23rd.	24th.	25th.	26th.	27th.	28th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	+0.6	-0.2	-1.1	-1.3	-1.7	-0.8	-0.1	-0.7
Assam . . . . .	-4.3	-3.3	-2.7	-2.7	-2.3	-2.6	-1.1	-2.7
Bengal . . . . .	-4.9	-4.7	-4.6	-2.3	+0.4	+2.5	+1.9	-1.7
Orissa . . . . .	-6.7	-5.1	-3.1	+0.9	+3.2	+2.8	+2.6	-0.8
Bihar . . . . .	-4.9	-3.2	-2.4	-2.3	-0.2	+2.1	-2.5	-1.9
Chota Nagpur . . . . .	-5.2	-4.4	-0.7	-0.8	+0.9	+4.6	+3.3	-0.3
North-Western Provinces and Oudh . . . . .	-3.0	-2.4	-1.4	-0.5	-2.4	-1.0	+1.1	-1.4
Punjab . . . . .	0	-0.5	+0.8	+0.5	-1.2	-0.1	-0.1	-0.1
Sind . . . . .	-1.9	-1.3	-1.7	+2.2	+0.2	+0.5	-0.3	-0.3
Rajputana . . . . .	+0.1	+0.9	-2.1	+1.7	+1.2	-0.2	+2.2	+0.5
Gujarat . . . . .	+1.0	+0.4	-3.0	-0.7	-1.0	-1.0	-1.9	-0.9
Central India . . . . .	-1.3	+0.5	+0.6	-0.7	-0.6	-0.5	+2.0	0
Central Provinces . . . . .	-4.1	-0.9	+0.8	+1.1	+1.4	+1.3	+1.6	+0.2
Berar . . . . .	-4.9	-0.8	+1.4	+3.0	+1.6	+0.2	+2.2	+0.4
West Coast . . . . .	-0.2	+0.9	-0.5	-1.2	-2.0	-2.0	-3.1	-1.2
Bombay Deccan . . . . .	-0.8	-1.3	-1.0	-0.8	-0.4	-1.1	-0.3	-0.8
Mysore . . . . .	+1.3	+1.6	-1.6	-2.2	-2.7	-1.6	-1.7	-1.0
Madras Coast . . . . .	-0.9	-2.1	-2.4	-2.3	-2.9	-2.3	-1.2	-2.0
Madras Deccan . . . . .	-1.1	-1.6	-3.0	-2.5	-3.4	-2.4	-1.3	-2.2
South India . . . . .	-1.3	-0.7	-2.8	-2.8	-3.9	-3.3	-0.6	-2.2
Mean for whole of India . . . . .	-2.1	-1.4	-1.5	-0.7	-0.8	-0.2	+0.1	-1.0

The following gives the most noteworthy night temperatures recorded during the week:—

STATION.	Lowest night temperature recorded during the week.	Date on which recorded.	Lowest minimum recorded in January previous to 1899.	Year in which recorded.
Calcutta . . . . .	44.7	22nd	45.5	1878
Saugor Island . . . . .	46.0	22nd	46.8	1878
Wellington . . . . .	37.2	26th	34.2	1885
Bellary . . . . .	52.6	26th	50.8	1891 and 1882
Cuddapah . . . . .	56.3	26th	57.3	1891



**Rainfall.**—Light snow fell in Kashmir and Chitral on the 25th and 26th due to a slight and ill-defined disturbance in the North Punjab and light to moderate showers in Assam, Deltaic, East and Central Bengal, Chota Nagpur and South Bihar between the 26th and 28th due to the advance eastwards of a low pressure wave across that area. The total amounts in these areas were, however, small and less than the normal, except in the case of East and Central Bengal and Assam (Surma) which divisions obtained from two to three times the normal fall of the week. Weather was unusually fine and dry over the remainder of the Indian area throughout the week, except locally in the extreme south of Madras, where light showers were received on the 22nd and 23rd from intensified north-east winds. Hence the chief feature of the weather of the week was the absence of cold weather storms and the consequent prevalence of quiet settled weather over Baluchistan, North-Western and Central India, which areas receive light to moderate rain during the period in years of ordinary meteorological conditions.

During the period 1st to 28th January less rain than usual has fallen over by far the greater part of the country, the only exceptions being Bengal, Chota Nagpur, Bihar, Oudh and the east of the North-Western Provinces. The deficiency is, on the whole, most marked in Baluchistan and the Punjab, which usually obtain moderate to heavy rain, but where practically or absolutely no rain has fallen since the beginning of January.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 25TH JANUARY 1899.			RAINFALL DATA FROM JANUARY 1ST TO JANUARY 25TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in the week.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to January 25th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inch.	Inch.	Inch.	Inch.	Inch.	Per cent.
BURMA	1. Tenasserim	0	0	0	0	0	0
	2. Lower Burma Deltaic	0	0	0	0	0.06	- 100
	3. Central do.	0	0.02	-0.02	0	0.03	- 100
	4. Upper do.	0	0.08	-0.08	0.09	0.15	- 40
	5. Arakan	0	0.04	-0.04	0	0.05	- 100
BENGAL AND ASSAM	6. Eastern Bengal	0.44	0.19	+0.25	1.06	0.51	+ 108
	7. Assam Surma	0.41	0.25	+0.16	0.56	0.63	- 11
	8. Do. Hills	0.17	0.20	-0.03	0.68	0.76	- 11
	9. Do. Brahmaputra	0.14	0.32	-0.18	0.73	0.88	- 17
	10. Deltaic Bengal	0.10	0.17	-0.07	0.71	0.43	+ 65
	11. Central do.	0.41	0.14	+0.27	1.16	0.39	+ 197
	12. North do.	0.01	0.15	-0.14	0.71	0.39	+ 82
	13. Bengal Hills	0	0.29	-0.29	1.35	0.67	+ 101
	14. Orissa	0	0.10	-0.10	0.04	0.20	- 80
	15. Chota Nagpur	0.14	0.23	-0.09	0.73	0.58	+ 27
	16. South Bihar	0.19	0.19	0	1.64	0.53	+ 209
	17. North do.	0.03	0.22	-0.19	1.12	0.57	+ 96
NORTH-WESTERN PROVINCES AND OUDH.	18. North-Western Provin- ces East	0	0.18	-0.18	1.11	0.53	+ 109
	19. South Oudh	0	0.29	-0.29	0.87	0.69	+ 26
	20. North do.	0	0.41	-0.41	0.80	0.73	+ 10
	21. North-Western Provin- ces Central	0	0.16	-0.16	0.22	0.53	- 59
	22. North-Western Provin- ces West	0	0.22	-0.22	0.06	0.50	-
	23. North-Western Provin- ces East Submon- tane	0	0.24	-0.24	1.00	0.52	+ 92
	24. North-Western Provin- ces West Submon- tane	0	0.42	-0.42	0.33	1.12	- 71
	25. North-Western Provin- ces Hills	0	0.67	-0.67	1.20	1.91	- 37
	26. South-east Punjab	0	0.21	-0.21	0.02	0.59	- 97
	27. South do.	0	0.21	-0.21	0	0.61	- 100
PUNJAB	28. Central do.	0	0.35	-0.35	0.11	1.04	- 89
	29. Punjab Submontane	0	0.44	-0.44	0	1.26	- 100
	30. Do. Hills	0	0.78	-0.78	0.76	2.60	- 75
	31. North Punjab	0	0.59	-0.59	0.02	1.52	- 99
	32. West do.	0	0.15	-0.15	0	0.40	- 100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	0	0.01	-0.01	0.07	0.27	- 74
	34. Madras South-Cen- tral	0	0.03	-0.03	0	0.21	- 100
	35. Coorg	0	0.06	-0.06	0	0.27	- 100
	36. Mysore	0	0	0	0	0.07	- 100
	37. Honkan	0	0.03	-0.03	0	0.12	- 100
CENTRAL PROVINCES AND BEHAR.	38. Bombay Deccan	0	0	0	0	0.07	- 100
	39. Hyderabad North	0	0	0	0	0	-
	40. Khandesh	0	0.01	-0.01	0	0.11	- 100
	41. Berar	0	0.06	-0.06	0	0.31	- 100
	42. Central Provinces West	0	0.17	-0.17	0	0.47	- 100
BOMBAY (NORTH).	43. Central Provinces Cen- tral	0	0.14	-0.14	0.02	0.50	- 96
	44. Central Provinces East	0	0.16	-0.16	0.22	0.40	- 95
	45. Gujarat	0	0.06	-0.06	0	0.07	- 100
	46. Kathiawar	0	0.01	-0.01	0	0.01	- 100
	47. Sind	0	0.08	-0.08	0	0.28	- 100
RAJPUTANA AND CENTRAL INDIA.	48. Baluchistan Hills	0	0.60	-0.60	0	1.76	- 100
	49. Central India East	0	0.07	-0.07	0.11	0.42	- 74
	50. Rajputana East, Cen- tral India West	0	0.07	-0.07	0	0.21	- 100
	51. West Rajputana	0	0.10	-0.10	0	0.28	- 100
	52. East Coast North	0	0.03	-0.03	0.02	0.18	- 89
MADRAS	52-A. Do. do. (a)	0	0	0	0	0.09	- 100
	53. Hyderabad South	0	0.03	-0.03	0	0.12	- 100
	54. Madras Central	0	0	0	0	0.05	- 100
	55. East Coast Central	0	0.04	-0.04	0.01	0.37	- 97
	56. Do. South	0.02	0.08	-0.06	0.21	0.48	- 56
	57. Madras South	0.25	0.15	+0.10	0.28	0.60	- 53

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 2nd February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 4th February.*—Some rain fell in the southern part of Tinnevely and light scattered showers in the remaining parts of the southern districts and Circars. The water-supply is generally sufficient. Some sowings under irrigation are being made. The standing crops are in good condition except in parts of the Deccan. The harvest outturn is fair to normal. Pasturage is scarce, but fodder is generally sufficient. The condition of cattle is normal. Prices are falling generally.

**Bombay.**—*For week ending 8th February.*—Slight rain fell in two talukas of the Upper Sind Frontier. The standing crops have been damaged by frost in parts of three districts of Sind, by white ants in one taluka of Thar and Parkar, and by rats in one taluka of Bijapur. *Jowari* (*Sorghum vulgare*) has been injured by drought in one taluka of Poona, and wheat in one taluka of Dharwar by excessive wind. Reaping of the late crops is progressing in twelve and preparations for next season in six districts. Cotton-picking continues in parts of Gujarat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock are generally healthy. Prices have risen in five and have fallen in the same number of districts.

**Bengal.**—*For week ending 6th February.*—There was rain during the week in various parts of Bengal Proper and in some places in Bihar and Chota Nagpur. The general prospects of the crops are favourable, but some damage is reported to have been done by hail in Gaya, Monghyr, and the Sonihal Parganas. Some of the spring crops are being harvested, and sugarcane is being pressed. Poppy has come into flower. Spring rice is still being transplanted. Ploughing for autumn rice and jute is in progress. There is no want of fodder anywhere. Prices show a slight fall in some districts and a slight rise in others, otherwise they are fairly stationary.

**North-Western Provinces and Oudh.**—*For week ending 8th February.*—Showers of rain are reported from a few districts and hail in Muzaffarnagar and Aligarh, otherwise the weather has been clear. The standing crops are doing well, but more rain is said to be needed in parts. The damage done to crops by frost has been slight, except in a few districts. Irrigation and sugarcane pressing continue. Harvesting of peas has begun. Prospects are favourable. Supplies and fodder are sufficient. Prices are stationary or rising slightly.

**Punjab.**—*For week ending 8th February.*—Rain has fallen in all districts, except Hissar, Delhi, Ferozepore and Sialkote. More rain is urgently needed. Sugarcane pressing still continues in some districts. Watering of the spring and ploughing for and sowings of the extra spring crops are in progress. The standing crops are generally in fair condition: they have benefited by the recent rain in most districts. Irrigated crops are flourishing, but those on dry land are still suffering from an insufficient rainfall. Crops are being damaged by rats in parts of Umballa and by caterpillars and rust in parts of Ferozepore. Cattle are generally in good condition. Fodder is scarce in Delhi, Umballa, Shahpur and Dera Ismail Khan, insufficient in Lahore but ample elsewhere. Prices, especially of wheat, are unchanged in Hissar, Delhi, Multan and Amritsar: they have fallen in Dera Ismail Khan, and have risen elsewhere on account of the continuous dry weather. Prices have again generally shown a tendency to rise, but the late rainfall, though light, may result in a check. Wheat is selling from 15½ to 20, gram 21 to 24,



barley 32, bulrush millet 20 to 24, maize 24 to 32, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 7th February.*—The weather is occasionally cloudy and cold in Betul, Chhindwara, Wardha and Bilaspur, but is warmer than usual elsewhere. Slight showers of rain fell in Mandla, Seoni, Bilaspur and Balaghat, and are said to have been beneficial in Mandla. The prospects of the winter crops are fair to good in all districts except in Saugor and parts of Damoh and Chanda. The spring crops have suffered from want of rain in Raipur. Crops have been damaged extensively through the recent frost in Saugor and through frost and cloudy weather in Bhandara. The reaping and threshing of the autumn crops have almost been completed and the pressing of sugarcane continues. The reaping of the winter crops has begun in some districts. Employment for agricultural labour is scarce in Saugor and Damoh. The cheapest prices are wheat 20, gram 30, rice 26 and *juar* 29 seers per rupee. The dearest prices are wheat 11½, gram 14½, rice 11½, and *juar* 19½ seers per rupee. Wheat continues to sell above the normal rate in the south, east and west of the provinces, but the price of gram is still low in the northern districts.

**Burma.**—*For week ending 4th February.*—In Lower Burma agricultural operations have been nearly completed: the outturn being generally less favourable than was anticipated. In Upper Burma cultivation of the dry weather paddy and miscellaneous crops continues, island crops are being reaped in places and standing crops are generally in good condition. The price of paddy has risen slightly in Akyab, Rangoon, Prome, Thongwa and Thaton, and fallen slightly in Amherst and Minbu. Prices are stationary elsewhere.

**Assam.**—*For week ending 7th February.*—Slight rain fell in Sylhet and the Naga Hills. It has benefited the young tea plants and nurseries in the former district. Harvesting of the late rice crop is finished, the outturn being generally good. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the sugarcane, mustard and pulse crops are generally good. Ploughing for early rice has commenced. Fodder is scarce in Cachar and the Naga, Khasi and Jaintia Hills. Water is insufficient in the Khasi and Jaintia Hills. Prices—common rice, Silchar 15 to 15½, Sylhet, Dhubri and Gauhati 16, Tezpur, Sibsagar and Dibrugarh 13, and Nowgong 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 8th February.*—**MYSORE:** The standing crops are in good condition. *Ragi* (*Eleusine coracana*) has been harvested in Bangalore, Kolar and Chittaldroog. Prices have fallen in Bangalore, Kolar, Tumkur, Mysore and Kadur.

**COORG:** The threshing of rice and coffee-picking continue. Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 8th February.*—**BERAR:** The weather is cool. Harvesting of the winter crops has commenced. Ploughing continues in five districts. Fodder and water are inadequate in parts of Akola, Amraoti and Wun. Prices are almost stationary.

**HYDERABAD:** No rain fell during the week. The spring harvest is progressing. Rats have harmed *jawari* and the wheat crop in a few talukas. The sowing of winter rice continues. Prices are stationary. Prices—wheat 9, coarse rice 10½ and *jawari* 21½ seers per current sicca rupee.

**Central India.**—*For week ending 8th February.*—Slight rain fell in the Baghelkhand Agency during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops are in fairly good condition, though they have been slightly damaged by frost throughout Central India. Agricultural stock and pasturage are in good



condition. Prices are above normal in Bundelkhand, but normal elsewhere. The condition of opium in Bhopal, Malwa and Bhopawar is good.

**Rajputana.**—*For week ending 6th February.*—No rain fell during the week. Irrigation of crops continues. The state of the crops is generally good, but they have been slightly damaged by frost in a few villages of Ajmere. Cattle are generally in good condition. Distress is spreading and increasing in Merwara. Fodder is scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Ulwar and Jhalla-war, fluctuating in Kotah, falling in Meywar, and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 71 persons emigrated during the week. The total emigration from Merwara up to date amounts to 3,963 persons. The numbers employed on relief works were—387 in Ajmere, 3,273 in Merwara and 1,057 in Marwar. Prices—Ajmere 20, Beawar 22 and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 7th February.*—The weather is snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE** :—*For week ending 8th February.*—Good rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary: wheat selling at 18 and maize 24 seers per rupee.

**Nepal.**—*For week ending 4th February.*—No rain fell during the week. Prospects of the wheat crop are good. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	14'45	13'6	33'3	38'25	...	...	...	...	...	...	...	...
Tavoy . . . . .	13'6	12	39'1	38'25	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	12	17	31	45'75	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	14'31	14'45	37'74	35'76	71'4	90'1	...	...	...	...	...	...
Thongwa . . . . .	15'3	...	51	51	...	...	...	...	...	...	...	...
Bassein . . . . .	15'3	13'6	31	49'5	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Iconada . . . . .	13'94	14'64	38'08	42'67	...	...	...	...	...	...	...	...
Toungoo . . . . .	13'6	19'35	40'8	54'4	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	17'51	18'00	49'81	57'8	29'07	72'76	...	...	...	...	...	...
Bama . . . . .	11'05	...	42'5	...	...	...	...	...	...	...	...	...
Pakko . . . . .	16'23	19'35	40'5	49'3	...	...	...	...	...	...	8'5	20'4
<i>Arakan—</i>												
Kyaukpada . . . . .	11'9	13'6	25'5	27'2	...	...	...	...	...	...	...	...
Akyab . . . . .	17	13'43	34	30'35	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	15	20	25	42'08	...	...	...	...	...	...	...	...
Goalahati . . . . .	...	...	...	33	...	...	...	...	...	...	...	...
<b>Bengal—<sup>a</sup></b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	27'5	30	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	30	33'12	26'75	45'25	...	...	15	35	...	...
<i>Deltaic—</i>												
Midnapore . . . . .	...	...	30	27'5	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	27'5	42'5	...	...	20'62	30	21'25	...
<i>Central—</i>												
Bardwan . . . . .	...	...	25	33'75	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21'85	35'12	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	23'75	32'5	35	50	...	...	...	...	...	...
<i>Coissa—</i>												
Cuttack . . . . .	...	...	22'66	27'81	32'81	46'25	...	...	...	...	...	...
<i>Boadr, south—</i>												
Patna . . . . .	...	...	18'75	25'94	18'12	35'61	...	...	10'62	23'12	9'06	15
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	21'09	26'25	22'5	35'16	...	...	14'37	31'41	...	...
Muzaffarpur . . . . .	...	...	26'56	27'5	21'05	30'23	...	...	11'41	30'25	...	...
<b>N. W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	21'67	25'28	37'19	23'39	38'34	28'12	44'45	15	27'19	16'09	23'31
<i>Central—</i>												
Cannepore . . . . .	14'33	19'33	26'67	36'35	33'16	37'19	27'13	40	13'54	23'24	13'33	20
Jhansi . . . . .	14'84	29'19	37'03	40'44	25	40	29'53	47'29	13'39	30	13'28	18'54
<i>Western—</i>												
Morad . . . . .	...	...	...	...	22'29	33'75	...	...	...	...	...	...
Agra . . . . .	...	...	34'37	43'73	23'19	38'12	28'75	...	12'5	20'47	12'81	20
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	13'33	20'94	22'45	33'31	20'78	34'06	...	...	11'09	20'53	...	21'91
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	12'5	21'3	25	40	21'3	36'67	25	40	11'77	25	15'33	21'35
<i>Northern—</i>												
Fyzabad . . . . .	15'47	25'62	29'69	...	21'23	30'5	...	...	...	23'28	...	21'19

<sup>a</sup> The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHL.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
												Barma—
												Tenasserim—
												Mergui.
												Tavoy.
												Moulmein and Arakan.
						36'55	70'55					Pegu (deltaic)—
												Rangoon.
												Thongwa.
												Bassein.
												Pegu (inland)—
												Henzada.
												Tongoo.
						35'30	90'95					Upper Barma—
												Mandalay.
												Bamo.
												Paksiku.
												Arakan—
												Kynakpya.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Garhali.
												Bengal—
						30	58			400	400	Eastern—
						35	33'75	25	65	420	350	Chittagong.
												Dacca.
										350	320	Deltaic—
												Midnapur.
	30			15	25	22'5	45'75	30	40	340	320	Calcutta.
						30	42'5	31'25	60	320	300	Central—
						24'00	50	18'12	34'37	550	500	Bardwan.
												Pabna.
				25	25	30	42'5	40	70	330	300	Northern—
												Rangpur.
						23'44	31'41	10'06	35'78	360	360	Orissa—
												Cuttack.
			15'47	10'62	19'06	14'37	36'25	14'37	38'75	280	260	Bihar, south—
												Patna.
				10	19'60	18'59	39'37	19'60	44'37	320	290	Bihar, north—
		14'53		13'28	20'02	15'94	30'25	25	50	320	266'56	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
17'5	26'2			15'85	25'12	10'98	41'87	24'84	54'95	325'78	291'04	Eastern—
												Benares.
14'83	21'05			11'77	20'78	16'07	36'35	21'04	51'01	228'18	235'90	Central—
14'60	20			11'72	17'5	15'47	32'03	23'44	40'04	252'5	250	Cawnpore.
												Jhansi.
							33'75				280	Western—
15'02	21'09			13'44		17'34	34'84	23'75	54'69	265	270'87	Morut.
14'33	22'55					15'99	40			300	266'25	Agra.
												Sahamans, west—
												Shahjahanpur.
												Oudh—
14'06	23'40			12'5	23'44	19'27	42'08	23'04		290	275	Southern—
												Lucknow.
13'94					23'81		34'22			285	255'62	Northern—
												Lyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898—continued.

Districts.	GGR.		SALT.		TOBACCO LEAF.		TURBERIC.		GRASS.		STRAW.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bamoun . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Meiktila . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tungoo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokky . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kynokpya . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brakmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Garhat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	36'25	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	2'5	3'5	...	...
<i>Dufferin—</i>												
Midnapur . . . . .	...	...	35	36'87	60 and 82'5	47'5 and 62'5	...	...	...	...	1'40	1'3
Calcutta . . . . .	...	...	33'75	35	60	70	...	...	3'25	6'25	7'5	5'50
<i>Central—</i>												
Hardwan . . . . .	...	...	33'18	34'37	...	...	...	...	...	...	3'18	8'5
Panna . . . . .	...	...	38'75	39'06	75	70	...	...	...	...	7'5	7'5
<i>Northern—</i>												
Bongpur . . . . .	...	...	40	40	80	60	...	...	3'75	17(a)	5	17(a)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	35	45	65	...	...	5'57	5'50	8'75	1'3
<i>Bihar, south—</i>												
Patna . . . . .	...	...	35	36'25	20	30	...	...	2'5	3'18	2'5	...
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	38'75	40	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	36'25	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	53'12	45'16	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cannpore . . . . .	26'35	40	...	...	52'5	63'05	117'5	100	...	...	...	...
Jhansi . . . . .	47'5	45	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	34'74	33'75	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37'81	41'25	...	...	40 to 80	...	100	...	5	...	3'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	34'08	...	...	...	...	...	120 to 130	315 to 125	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30'78	40	...	...	73'5	75	...	...	3'33	3'65	4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	30'78	...	...	...	...	...	...	...	...	...	...	...

(a) Per bundle.







## WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898—continued.

Districts.	RICE, UNHULLED.		RICE, HULLED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
<i>Bastar—</i>												
Ajmer . . . . .	33'33	35'33	...	...	39'63	40'99	...	...	21'09	25	20	22'30
<b>Punjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'36	22'5	40	50	21'61	35'12	26'07	38'12	18'92	25'53	18'36	20'62
<i>Central—</i>												
Lahore . . . . .	16'52	24'58	30'23	44'21	21'61	33'33	25'8	36'41	11'56	22'5	14'33	21'3
<i>South-eastern—</i>												
Delhi . . . . .	20	25	30'38	36'35	22'54	35'37	26'67	41'04	15'36	21'04	16'3	18'06
<i>Submontane—</i>												
Amritsar . . . . .	18'3	26'67	31'28	45'73	19'53	30'78	23'51	34'79	...	23'54	14'79	21'54
<i>Northern—</i>												
Rawalpindi . . . . .	17'4	30	47'76	57'45	22'5	33'33	26'35	36'35	12'92	23'54	11'25	25
<i>Western—</i>												
Multan . . . . .	12'81	19'06	24'22	40	24'36	38'12	30'16	43'28	15'36	23'78	14'79	25'78
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	30	51'82	27'5	41'87	...	...	19'06	27'81	16'25	24'37
Shikarpur . . . . .	...	...	...	...	24'84	35	...	...	14'69	24'37	...	...
Quetta . . . . .	...	...	...	...	26'25	40	60	65	21'25	30	17'5	30
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	44'22	...	...	...	...	...	21'35
Sholapur . . . . .	...	...	29'32	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	29'32	...	...	...	...	...	17'24	...
Dhule . . . . .	...	...	...	...	31'67	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	33'12	...	...	...	...	...	17'29	...
Ahmedabad . . . . .	...	28'75	20	52'5	33'33	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	28	31	20	26'5	24'75	30	...	...	10'31	...
<i>Central—</i>												
Jubbulpore . . . . .	...	20	20	27'56	15	26'37	27'56	43'12	...	...	14'31	20
<i>Eastern—</i>												
Raipur . . . . .	15	...	20	35	22'5	36	...	47	...	...	...	...
<b>Bihar—</b>												
Bhagalpur . . . . .	...	...	...	...	55'19	52'31	...	...	...	...	15	23'54
Ellichpur . . . . .	...	...	66'60	80	40	53'13	50	66'62	...	...	16	22'25
Arrah . . . . .	...	...	40	...	36'36	53'12	44'44	56'87	...	...	14'28	22'47
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	24	23'4
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'3	20
<i>Cuddapah</i>												
Karnul . . . . .	22'5	27'9	38'6	47	...	...	...	...	...	...	17'4	20'7
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	19'3	26'8	24'5	45'7	...	...	...	...	...	...	...	...
Tanjore . . . . .	24	28'4	31	52'1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'8	30'5
<b>Mysore—</b>												
Mysore . . . . .	19'57	37'23	36'56	43'83	41'15	58'76	54'86	108'48	...	...	28'29	30'12
Bangalore . . . . .	23'5	19'8	47'5	54'87	42'5	58'8	55'5	54'86	...	...	28'5	24'5



(The figures represent prices per ton measured in rupees and decimals of a rupee.)

RAJSTH.		RAJSTH.		MAIZE.		GRAM.		ARRAR DAL.		GHL.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
18'06	27'97	...	...	20	24'06	24'06	40	...	...	320	320	Rajputana— Eastern— Ajmer.
18'18	22'5	...	...	12'92	19'69	15'99	31'75	36'35	58'87	285	319	Panjab— Southern— Ferozepur.
17'76	23'12	...	...	13'75	22'71	17'4	34'09	31'67	56'09	336'87	318'44	Central— Lahore.
18'39	20'32	...	...	14'53	19'53	19'33	30'35	27'6	50	320	320	South-eastern— Delhi.
...	...	...	...	14'27	21'04	15'99	34'06	...	...	320	350	Submountain— Amritsar.
18'12	25	...	...	14'27	23'18	18'73	33'33	34'37	57'13	278'28	290'94	Northern— Rawalpindi.
16'61	25'78	...	...	13'75	25'78	20	37'39	...	...	320	320	Western— Hydrabad.
30	30	...	...	...	...	23'12	37'19	38'75	65	350	347'5	Sind and Beluchistan— Karachi.
...	25	...	...	...	...	19'43	32'84	...	...	...	307'5	Shikarpur.
...	...	...	...	28'5	33'12	...	...	47'8	...	320	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar.
15'42	...	...	...	...	...	22'8	...	...	...	...	...	Sholapur.
21'72	31'87	...	...	...	...	26'82	50'73	...	...	...	...	Poona.
...	...	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar.
17'66	21'25	...	...	...	...	...	...	31'25	...	...	...	Dhule.
21'08	27'03	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	20	46'25	...	...	Ahmadabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	20	44'3	26	52	333'31	318	Central— Jubbulpore.
...	...	...	...	...	...	16'67	33'31	20'69	50	200	240	Eastern— Raipur.
...	...	...	...	...	...	16	44	17	54	270	270	Berar— Basim.
17'37	40	...	...	...	...	30'78	51'33	20'78	61'5	360	320	Ellichpur.
...	24'75	...	...	...	...	25	50	28'37	56'87	240	300	Amravati.
...	...	...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
...	28'9	...	...	...	...	39'2	55'9	...	...	340'4	400	Salem.
...	...	21'1	22'7	...	...	...	...	...	27'6	316'8	359'9	Central— Bellary.
...	...	...	...	...	...	29'6	64	...	...	209'8	419'1	Cuddapah.
19'4	27	...	...	...	...	...	...	...	...	238'4	333'3	Karaul.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	26	33'2	...	...	...	...	15'3	39'1	...	...	East Coast, south— Madras.
...	...	...	...	...	...	29'1	59'8	...	...	312'7	329'1	Tanjore.
...	...	17'5	23'4	...	...	...	...	...	...	...	...	Trichinopoly.
24'1	...	...	...	...	...	...	...	29'2	33'1	...	...	Southern— Madras.
...	...	21'73	23'54	...	...	18'47	26'03	74'06	72'68	339'23	331'87	Mysore— Mysore.
...	...	...	24'83	...	...	23'75	41'16	32	58'8	304	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF DECEMBER 1897 AND 1898—continued.

DISTRICTS.	GGR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		SHRUBS.	
	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	50	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'33	5'60	3'33	5'60
Central—												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	114'27	3'02	10	4'43	6'03
Southern—												
Dalhi . . . . .	...	...	...	...	80	80	145'47	123'07	7'07	5'73	7'07	8'01
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5'73
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	100	4'01	5	5'73	6'67
Western—												
Multan . . . . .	...	...	...	...	100	100	145'47	133'33	3'02	3'07	5	6'67
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	70	60'25	...	...	...	...	125	105	12'81	...	...	...
Shikarpur . . . . .	...	59'37	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	54'08	50'45	...	...	...	...	...	...	...	...	...	...
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Uharia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Bhindlipore . . . . .	...	...	30	30'50	60	60	130	133'33	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	44	43	130	180	105	120	...	...	...	...
<b>Bihar—</b>												
Bahia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'23	...	...	...	...
Aurangabad . . . . .	...	...	...	...	120	200	125	103	31(a)	22(a)	...	...
<b>Madras—</b>												
South, central—												
Channarayana . . . . .	54'4	71'0	...	...	...	...	...	115	...	...	...	...
Central—												
Bellary . . . . .	55'6	63'4	...	...	...	...	...	...	...	...	...	...
Cuddalore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Karikal . . . . .	...	...	...	...	52'7	66'7	107'7	123	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	5'1	5'9
East Coast, south—												
Madras . . . . .	54'4	57'6	...	...	109'0	131'7	98'8	57'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tuticorin . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
<b>Southern—</b>												
Madras . . . . .	...	...	...	...	116'8	111'7	...	...	...	...	4'3	5'0
<b>Mysore—</b>												
Mysore . . . . .	73'09	66'61	...	...	374	374	140'23	124'67	10'71	10'71	7'14	7'14
Bangalore . . . . .	49	68'85	...	...	334'5	342'75	110'34	85'60	8'25	5'5	10'3	13'7

(a) Per 100 pulices weighing on an average 150 lbs.



The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	
3'35	3	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer.
4'01	6'25	...	...	30	30	...	...	75	75	Punjab— Southern— Ferozpur.
...	6'67	...	...	100	100	...	...	112'5	105	Central— Lahore.
3'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	60	60	...	...	...	...	Submontane— Amritsar.
3'33	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
5	3'33	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	...	...	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharmar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmednagar. Dhule.
...	...	...	...	...	...	...	...	...	...	Gujarat— Sarat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	40	...	...	42	30	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amroli.
...	...	...	...	50	50	...	...	60	60	
3(a)	...	...	...	50	50	...	...	80	90	
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salim.
3'5	2'5	...	...	90	85	90	85	60	50	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	80	80	...	...	...	...	
3'8	...	...	...	100	100	100	120	100	140	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	80	...	80	...	...	...	
...	...	...	...	...	...	...	...	...	...	Southern— Madras.
...	...	...	...	...	...	...	...	40	40	
3'90	3'90	...	...	100	100	...	...	70	70	Mysore— Mysore.
...	...	...	...	200	160	...	...	145	120	Bangalore.

(a) Per 100 pulis weighing on an average 74½ lbs.

FINANCE AND COMMERCE DEPARTMENT.

February 9, 1899.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

H. H. RISLEY,  
Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLEUM ( <i>Sorghum vulgare</i> ).		BAJRA OR COMBU ( <i>Pennisetia spicata</i> ).	
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Best port.		Common.		Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
					Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.				
Burma—												
Tenasserim—												
Mergui . . . . .	120	120	120	120	12 —	12 —	12 14	12 14	120	120	120	120
Tavoy . . . . .	120	120	120	120	12 7	12 7	12 13	12 13	120	120	120	120
Moulmein and Amphur . . . . .	7 —	7 —	120	120	10 3	10 3	12 3	12 3	120	120	120	120
Pegu (delta)—												
Pegu . . . . .	120	120	120	120	10 2	10 2	12 3	12 3	120	120	120	120
Rangoon . . . . .	9 —	9 4	120	120	12 —	10 12	12 —	12 8	120	120	120	120
Thongwa . . . . .	120	120	120	120	11 6	11 7	11 14	11 15	120	120	120	120
Bassoon . . . . .	120	120	120	120	12 —	12 —	12 9	12 9	120	120	120	120
Pegu (inland)—												
Tharawadi . . . . .	120	120	120	120	12 5	12 5	12 7	12 7	120	120	120	120
Heasada . . . . .	120	120	120	120	13 14	13 14	13 14	13 14	120	120	120	120
Prone . . . . .	120	120	120	120	9 15	9 3	12 12	12 4	120	120	120	120
Toungoo . . . . .	120	120	120	120	14 9	13 8	12 9	12 14	120	120	120	120
Thaychoyo . . . . .	13 6	13 6	120	120	11 10	11 10	12 5	12 5	39 3	39 3	120	120
Upper Burma—												
Mandalay . . . . .	13 3	14 10	120	120	11 6	11 13	11 13	12 13	120	120	120	120
Bago . . . . .	120	120	120	120	11 2	10 3	12 6	12 6	120	120	120	120
Pawloha . . . . .	120	120	120	120	10 10	11 12	12 —	12 18	61 10	49 5	120	120
Meikila . . . . .	120	120	120	120	13 2	13 2	12 8	12 5	56 14	56 14	120	120
Arakan—												
Saundony . . . . .	120	120	120	120	16 12	16 12	23 5	21 —	120	120	120	120
Kyaukpada . . . . .	120	120	120	120	12 4	12 4	13 1	13 4	120	120	120	120
Alyah . . . . .	120	120	120	120	15 —	14 —	10 —	15 —	120	120	120	120
Assam—												
Surma—												
Sylhet . . . . .	120	120	120	120	10 —	11 —	14 8	14 12	120	120	120	120
Cachar . . . . .	8 —	8 6	120	120	7 9	7 3	16 11	16 —	120	120	120	120
Hill tracts—												
Khasi and Jaintia Hills . . . . .	5 —	5 —	120	120	5 —	5 2	6 8	6 10	120	120	120	120
Garo Hills . . . . .	120	120	120	120	4 —	4 —	10 —	10 —	120	120	120	120
Majumdar . . . . .	120	120	120	120	28 —	27 —	34 —	23 —	120	120	120	120
Shahmukh—												
Goalpara . . . . .	19 —	20 —	120	120	6 —	6 —	15 —	14 —	120	120	120	120
Kamrup . . . . .	9 —	9 —	120	120	9 —	9 8	15 8	14 —	120	120	120	120
Lamrang . . . . .	8 —	8 —	120	120	10 —	10 —	13 —	13 —	120	120	120	120
Bongong . . . . .	120	120	120	120	5 —	5 —	13 —	13 —	120	120	120	120
Bhagar . . . . .	120	120	120	120	6 —	6 —	13 —	13 —	120	120	120	120
Lakhimpur . . . . .	8 —	7 8	120	120	6 —	6 —	12 —	12 —	120	120	120	120
Bengal—												
Eastern hill tracts—												
Naga Hills . . . . .	120	120	120	120	5 —	5 —	12 8	12 8	120	120	120	120
Eastern—												
Bachaganj . . . . .	120	120	120	120	12 4 and 14 8	12 4 and 15 —	13 4 and 16 —	13 4 and 16 —	120	120	120	120
Noakhali . . . . .	120	120	120	120	10 10	10 10	18 —	18 —	120	120	120	120
Chittagong . . . . .	120	120	120	120	12 8	12 —	15 —	14 —	120	120	120	120
Tippa . . . . .	120	120	120	120	13 5	13 5	18 12	18 12	120	120	120	120
Dacca . . . . .	13 —	13 —	26 —	26 —	11 10	12 —	19 —	19 —	120	120	120	120
Maimanagh . . . . .	13 8	13 8	10 —	10 —	10 —	10 —	13 —	13 —	120	120	120	120
Western—												
Khulna . . . . .	120	120	120	120	14 —	13 —	17 —	16 —	120	120	120	120
Ashtargang . . . . .	120	120	120	120	10 12	8 —	13 —	13 12	120	120	120	120
Midnapur—												
Midnapur . . . . .	12 8 to 14 —	12 —	120	120	11 8	12 — and 18 —	16 8 and 20 —	18 —	120	120	120	120
Howrah—												
Howrah . . . . .	7 —	6 8	120	120	9 14	10 —	13 10	13 8	120	120	120	120
Calcutta . . . . .	13 —	13 —	17 12	17 12	8 —	8 —	12 4	11 6	17 12	17 12	16 —	15 —
Hughly . . . . .	14 —	14 —	120	120	8 —	8 —	14 —	14 —	120	120	120	120
Bonga (Kamrangpali) . . . . .	13 5	14 8	120	120	6 2	6 2	15 0	15 0	120	120	120	120
Jessore . . . . .	12 —	12 —	14 —	14 —	11 4	11 2	18 —	18 —	120	120	120	120
Bardham . . . . .	12 —	17 —	20 —	20 —	8 —	8 —	20 —	19 —	120	120	120	120



the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARWA OR PASI (Eleusine corvina).		KANNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHICKNA, OHOLA, KADALAY OR SUNAGA (Cicer aristatum).		MAIZE (Zea Mays).		ARRAR, OR SHUR, CADJAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
100	100	100	100	100	100	100	100	100	100	100	100	Burma—
101	100	100	100	100	100	100	100	100	100	100	100	Tenasserim—
102	100	100	100	100	100	100	100	100	100	100	100	Mergui.
103	100	100	100	100	100	100	100	100	100	100	100	Tavoy.
104	100	100	100	100	100	100	100	100	100	100	100	Moulmein and Amphur.
105	100	100	100	100	100	100	100	100	100	100	100	Pegu (deltaic)—
106	100	100	100	100	100	100	100	100	100	100	100	Pegu.
107	100	100	100	100	100	100	100	100	100	100	100	Rangoon.
108	100	100	100	100	100	100	100	100	100	100	100	Thongwa.
109	100	100	100	100	100	100	100	100	100	100	100	Bassah.
110	100	100	100	100	100	100	100	100	100	100	100	Pegu (inland)—
111	100	100	100	100	100	100	100	100	100	100	100	Thakwadi.
112	100	100	100	100	100	100	100	100	100	100	100	Hansada.
113	100	100	100	100	100	100	100	100	100	100	100	Prome.
114	100	100	100	100	100	100	100	100	100	100	100	Toungoo.
115	100	100	100	100	100	100	100	100	100	100	100	Thayathwa.
116	100	100	100	100	100	100	100	100	100	100	100	Upper Burma—
117	100	100	100	100	100	100	100	100	100	100	100	Mandalay.
118	100	100	100	100	100	100	100	100	100	100	100	Bamo.
119	100	100	100	100	100	100	100	100	100	100	100	Patheingyi.
120	100	100	100	100	100	100	100	100	100	100	100	Muktila.
121	100	100	100	100	100	100	100	100	100	100	100	Arahan—
122	100	100	100	100	100	100	100	100	100	100	100	Sandoway.
123	100	100	100	100	100	100	100	100	100	100	100	Kyaukpada.
124	100	100	100	100	100	100	100	100	100	100	100	Akyab.
125	100	100	100	100	100	100	100	100	100	100	100	Assam—
126	100	100	100	100	100	100	100	100	100	100	100	Surma—
127	100	100	100	100	100	100	100	100	100	100	100	Sylhet.
128	100	100	100	100	100	100	100	100	100	100	100	Cachar.
129	100	100	100	100	100	100	100	100	100	100	100	Hill tracts—
130	100	100	100	100	100	100	100	100	100	100	100	Khasi and Jaintia Hills.
131	100	100	100	100	100	100	100	100	100	100	100	Garo Hills.
132	100	100	100	100	100	100	100	100	100	100	100	Manipur.
133	100	100	100	100	100	100	100	100	100	100	100	Brakmuputra—
134	100	100	100	100	100	100	100	100	100	100	100	Goalpara.
135	100	100	100	100	100	100	100	100	100	100	100	Kamrup.
136	100	100	100	100	100	100	100	100	100	100	100	Darrang.
137	100	100	100	100	100	100	100	100	100	100	100	Nowgong.
138	100	100	100	100	100	100	100	100	100	100	100	Sivasagar.
139	100	100	100	100	100	100	100	100	100	100	100	Lakhimpur.
140	100	100	100	100	100	100	100	100	100	100	100	Bengal—
141	100	100	100	100	100	100	100	100	100	100	100	Eastern hill tracts—
142	100	100	100	100	100	100	100	100	100	100	100	Naga Hills.
143	100	100	100	100	100	100	100	100	100	100	100	Eastern—
144	100	100	100	100	100	100	100	100	100	100	100	Backerganj.
145	100	100	100	100	100	100	100	100	100	100	100	Noakhali.
146	100	100	100	100	100	100	100	100	100	100	100	Chittagong.
147	100	100	100	100	100	100	100	100	100	100	100	Tippera.
148	100	100	100	100	100	100	100	100	100	100	100	Dacca.
149	100	100	100	100	100	100	100	100	100	100	100	Masummingh.
150	100	100	100	100	100	100	100	100	100	100	100	Deltaic—
151	100	100	100	100	100	100	100	100	100	100	100	Khulna.
152	100	100	100	100	100	100	100	100	100	100	100	24-Parganas.
153	100	100	100	100	100	100	100	100	100	100	100	Midnapur.
154	100	100	100	100	100	100	100	100	100	100	100	Howrah.
155	100	100	100	100	100	100	100	100	100	100	100	Calcutta.
156	100	100	100	100	100	100	100	100	100	100	100	Hugli.
157	100	100	100	100	100	100	100	100	100	100	100	Nadia (Kishinagar).
158	100	100	100	100	100	100	100	100	100	100	100	Jessore.
159	100	100	100	100	100	100	100	100	100	100	100	Ranpur.

\* Not probable.



## RETAIL PRICES FOR THE 2ND HALF OF DECEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHOLU (Sorghum vulgare).		BAJRA OR GUJGU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bakura . . . . .	13 12	13 12	—	—	13 12	13 12	20 —	19 8	—	—	—	—
Bardham . . . . .	14 8	14 8	—	—	13 —	21 —	16 —	20 —	—	—	—	—
Birbhum . . . . .	15 —	14 5	—	—	13 —	13 —	18 —	18 —	—	—	—	—
Murshidabad . . . . .	20 —	18 — and 20 —	25 —	27 —	16 —	13 —	18 —	17 — and 18 —	—	—	—	—
South Parganas . . . . .	14 8	14 8	25 —	32 —	13 8	13 4	23 —	23 —	—	—	—	—
Purba . . . . .	16 8	15 —	—	32 8	7 —	6 8	18 12	18 12	—	—	—	—
Ranga . . . . .	15 —	15 —	—	—	9 —	8 4	24 —	24 —	—	—	—	—
Rupshahi . . . . .	19 8	18 12	30 —	36 4	13 —	13 8	18 —	19 8	—	—	—	—
Maldah . . . . .	20 —	18 —	—	—	18 —	16 —	18 —	16 —	—	—	—	30 —
<i>Northern—</i>												
Rangpur . . . . .	11 —	11 —	—	—	8 4	8 —	15 8	15 —	—	—	—	—
Dinajpur . . . . .	16 —	16 —	18 —	—	14 6	13 6	21 10	19 —	—	—	—	—
Jalpaiguri . . . . .	12 —	12 —	—	—	5 —	5 —	16 —	15 —	—	—	—	—
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 —	5 4	16 —	16 —	—	—	—	—
<i>Orissa—</i>												
Puri . . . . .	10 8	10 8	—	—	7 14	8 5	15 12	17 2	—	—	—	—
Cuttack . . . . .	11 3	11 3	—	—	10 8	10 8	15 3	15 12	—	—	—	—
Balasore . . . . .	15 —	15 —	10 8	10 8	13 —	14 —	16 —	18 —	—	—	—	—
<i>Chota-Nagpur—</i>												
Singbhum . . . . .	8 —	8 —	—	—	15 —	16 —	20 —	20 —	—	—	—	—
Manbhum . . . . .	14 —	13 8	20 —	16 —	15 —	13 8	22 8	22 —	20 —	—	—	—
Kohardaga . . . . .	8 8	8 —	—	—	10 —	10 —	19 3	19 —	—	—	—	—
Palaman . . . . .	14 —	14 —	18 —	18 —	13 —	13 —	19 3	19 —	—	—	—	—
Palaman . . . . .	10 14	15 —	30 6	20 6	18 9	18 9	20 —	20 —	—	—	—	—
Hachibagh . . . . .	12 —	16 —	24 —	27 —	6 —	8 —	17 8	17 12	—	—	—	—
<i>Bihar, south—</i>												
Monghyr . . . . .	16 —	18 —	18 —	18 —	11 —	10 —	16 —	16 —	—	—	—	—
Gaya . . . . .	19 —	18 —	35 —	32 —	14 —	11 —	21 —	20 —	24 —	25 —	—	—
Patna . . . . .	21 —	23 —	35 —	32 —	15 —	14 —	21 8	20 —	43 —	43 —	—	—
Shahabad . . . . .	16 — and 18 8	18 — and 19 —	28 — and 32 —	—	9 — and 10 —	9 — and 10 —	15 — and 18 —	14 — and 16 —	—	—	—	—
<i>Bihar, north—</i>												
Purnea . . . . .	17 —	17 —	—	—	12 — and 16 —	12 — and 16 —	20 — and 20 —	20 —	—	—	—	—
Bhagalpur . . . . .	17 12	17 12	27 12	27 12	12 10	11 6	19 —	19 —	—	—	—	—
Darbhanga . . . . .	10 —	16 —	25 —	20 8	11 —	11 —	14 —	16 —	—	—	—	—
Muzaffarpur . . . . .	19 —	16 —	35 —	35 —	8 —	8 —	15 —	15 —	—	—	—	—
Samat . . . . .	28 —	17 8	30 —	27 8	11 —	9 8	17 5	17 8	—	—	—	—
Champaran . . . . .	16 —	14 8	28 8	20 8	6 8	6 8	15 —	15 —	—	—	—	—
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Mirzapur . . . . .	15 4	14 12	20 —	23 8	11 8	11 8	14 8	14 —	23 —	22 —	21 —	21 —
Berhampore . . . . .	15 14	15 14	23 7	25 8	8 0	8 2	24 14	14 10	24 8	25 —	21 8	21 8
Cumilla . . . . .	16 —	16 5	24 —	24 —	7 —	7 —	13 12	14 10	23 8	28 —	20 4	20 8
Jaunpur . . . . .	17 8	17 —	24 6	26 —	6 4	6 —	10 —	10 8	24 8	24 8	21 10	21 —
Alkhand . . . . .	15 —	15 —	23 8	25 —	9 12	9 8	14 —	14 —	23 8	25 —	23 8	23 —
<i>Central—</i>												
Banda . . . . .	15 8	15 12	24 —	23 —	5 8	5 8	14 8	15 —	29 —	30 —	25 —	25 —
Katebhar . . . . .	16 4	16 4	24 8	24 —	7 —	8 8	10 —	10 8	29 8	30 —	26 8	26 8
Hamirpur . . . . .	16 —	15 8	22 —	22 —	7 —	7 —	12 —	12 —	29 8	30 —	27 —	27 —
Jaunpur . . . . .	15 4	15 4	28 —	24 —	8 —	7 —	13 —	13 —	30 —	30 —	27 —	27 —
Canagore . . . . .	16 3	17 4	22 —	22 —	—	—	13 8	13 8	30 —	30 —	27 —	27 —
Idam . . . . .	15 12	15 —	29 —	29 —	9 —	9 —	12 4	12 4	29 —	29 —	27 —	27 —
Etawah . . . . .	17 12	17 12	20 8	20 4	5 —	5 —	15 —	15 —	26 12	26 4	26 4	26 8
Farukhabad . . . . .	19 6	19 1	32 12	31 6	4 12	4 12	13 10	12 4	30 —	30 —	28 10	28 10
Mainpuri . . . . .	19 4	19 4	28 8	27 8	—	—	11 6	12 —	27 8	27 8	29 —	29 —
Etah . . . . .	19 8	19 8	24 8	24 8	—	—	16 —	16 —	31 1	31 8	29 8	29 8
<i>Western—</i>												
Meerut . . . . .	17 12	17 8	24 —	23 —	4 —	4 —	13 —	13 —	24 —	24 —	21 —	21 —
Agra . . . . .	17 6	17 8	24 —	24 —	9 —	9 —	11 8	11 —	27 —	27 —	25 8	25 8
Muttra . . . . .	16 —	16 —	31 4	31 4	6 8	6 8	11 12	11 12	27 8	27 8	24 12	24 12
Angerh . . . . .	16 —	16 —	29 —	29 —	—	—	11 —	11 —	27 —	27 —	24 4	24 8
Chunabhatt . . . . .	18 12	18 8	32 8	31 8	5 —	5 —	12 —	12 —	30 —	30 8	24 8	25 —
<i>Submontane, east—</i>												
Bahra . . . . .	16 —	16 —	25 —	25 —	6 —	6 12	14 —	13 —	—	—	20 —	19 —
Arangpur . . . . .	16 7	16 4	24 12	24 12	4 7	4 7	15 14	15 9	—	—	20 —	19 —
Corakpur . . . . .	16 11	16 11	24 12	24 12	15 4	14 6	17 9	17 9	—	—	20 —	19 —
Baari . . . . .	19 12	19 5	24 —	23 —	10 12	10 8	17 12	17 12	—	—	—	—



represent the number of sars (of 160 tolas) and chittaka sold for one rupee.)

MAHUA OR BAOI (Blen- dine cow- peas).		KANDU OR RAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHHOLA, KADALAY OR SUNADA (Cicer arabianum).		MAISE (Zea Mays).		ARHAR, OR THUR, CADIAN PEA (Cajanus indianus).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				14 —	14 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
				20 —	15 8	...	...	14 4	13 —	12 —	11 8	Central— Bankura.
				18 —	18 —	...	...	20 —	13 —	10 8	10 8	Bardham. Bishnupur.
				26 —	26 8	...	...	29 —	28 —	11 —	11 —	Morabidabad.
				21 8	20 —	38 —	40 —	25 —	24 —	10 8	10 8	Santal Pargana.
				16 8	15 8	...	...	22 —	22 —	9 12	9 12	Patna.
				18 —	16 —	...	...	...	...	9 12	9 12	Roga.
				24 —	24 —	...	...	26 4	24 —	9 12	9 12	Ranpuri.
				22 —	20 —	...	...	...	...	9 8 and 10 —	9 8 and 10 —	Malda.
				16 —	15 —	24 —	24 —	9 —	9 —	9 —	9 —	Northern— Rangpur.
				19 —	17 8	...	...	21 —	...	10 10	10 10	Dinajpur.
				18 —	15 —	...	...	12 —	12 —	10 —	10 —	Jalpaiguri.
14 —	14 —	...	...	11 —	11 —	22 —	26 —	8 —	8 —	8 8	8 8	Hills— Darjeeling.
				14 7	14 7	...	...	14 7	13 —	13 8	13 8	Orissa— Puri.
				13 12	12 12	...	...	14 11	11 —	10 12	10 12	Cuttack.
				14 —	12 —	...	...	10 8	10 8	11 8	11 8	Balasore.
				9 —	9 —	...	...	16 —	16 —	7 —	7 —	Chota-Nagpur— Singbhum.
				18 —	17 —	...	...	22 —	20 —	10 —	10 8	Manbhum.
				17 —	16 —	34 —	26 —	15 —	13 —	9 —	9 —	Lohardaga.
35 —	35 —	...	...	18 —	17 —	37 2	33 12	27 —	27 —	9 4	9 —	Palkota.
32 2	32 12	...	...	27 —	27 —	37 2	33 12	27 —	27 —	9 4	9 —	Hastinbad.
24 —	24 —	...	...	22 —	20 8	23 —	22 8	16 —	17 12	9 —	8 8	Bihar, south— Monghyr.
				22 —	22 —	33 —	35 —	21 —	21 —	10 —	10 —	Gaya.
35 —	32 —	14 —	15 —	28 —	27 8	35 —	35 —	21 —	21 —	10 —	10 —	Patna.
	39 —	19 —	20 —	27 —	25 —	35 —	39 —	27 —	25 —	11 —	11 —	Shehabad.
				24 —	24 —	30 —	30 —	22 —	22 —	10 —	10 8	Bihar, north— Purnea.
				25 —	25 —	31 —	31 —	...	...	10 9	10 8	Bhagalpur.
				21 8	21 12	40 —	40 4	20 4	20 4	10 —	10 —	Darbhanga.
23 —	30 —	...	...	19 —	20 —	25 —	30 —	20 —	18 —	10 —	10 —	Muzaffarpur.
27 8	27 8	...	...	25 —	23 —	30 —	28 —	22 2	22 8	11 —	11 —	Saran.
25 —	30 —	16 —	16 —	24 8	23 4	25 8	28 —	23 8	24 8	10 12	10 8	Champaran.
				21 —	21 —	26 8	25 —	22 8	21 8	10 8	10 4	
				...	...	...	...	...	...	...	...	N.-W. Provinces—
		16 —	16 —	20 —	18 —	22 —	22 —	16 —	16 —	10 —	10 —	Eastern— Mirzapur.
		10 5	15 6	22 6	23 5	27 2	28 3	10 5	15 4	10 11	10 11	Bagpur.
		15 12	16 —	21 6	24 —	26 8	28 —	14 12	10 —	9 4	9 8	Ghazipur.
		...	...	21 —	21 8	24 —	24 8	13 —	18 —	11 4	11 4	Jampur.
25 —	...	22 —	21 —	20 —	20 —	24 —	23 8	15 —	15 —	10 8	10 8	Allahabad.
		20 —	20 —	20 —	24 —	...	...	16 —	16 8	11 —	10 12	Central— Banda.
		...	...	25 6	25 12	...	...	17 —	10 6	10 12	10 12	Fatehpur.
		...	...	25 6	25 —	...	...	10 —	10 —	10 4	10 4	Hathapur.
	14 —	...	...	25 —	25 —	...	...	10 —	10 —	10 12	10 12	Jalaun.
25 —	27 —	26 —	26 —	23 6	23 6	33 —	35 —	18 —	17 —	11 12	11 12	Cannpur.
	...	...	...	20 —	23 8	34 —	32 —	17 —	17 —	11 —	11 —	Jhansi.
24 —	26 —	10 —	10 —	24 —	21 12	29 8	29 8	19 —	19 —	11 —	11 8	Brahm.
		...	...	27 4	25 14	36 —	34 1	19 4	18 6	11 12	11 12	Farukhabad.
		...	...	28 —	21 8	33 8	33 8	18 8	19 —	11 —	11 —	Mainpuri.
		...	...	21 8	21 8	40 —	40 —	10 8	17 8	11 6	11 8	Kan.
		...	...	20 —	19 8	26 —	24 8	15 8	15 8	11 8	11 8	Western— Meerut.
		20 —	20 —	24 8	23 —	28 8	31 —	14 8	15 —	12 —	12 —	Agra.
		20 —	20 —	23 12	23 12	31 —	31 —	14 8	15 8	12 —	12 —	Muttra.
		13 —	10 —	22 —	22 —	33 —	34 —	10 —	10 8	11 8	11 8	Aligarh.
		23 —	25 —	21 —	22 8	31 —	31 8	10 —	10 —	11 8	11 8	Bulandshahr.
25 —	24 —	18 —	18 —	23 —	23 —	26 —	26 —	15 —	15 —	10 —	10 —	Submontane, east— Balia.
		...	...	19 12	19 12	25 1	25 1	16 2	13 8	10 —	9 8	Amroha.
26 13	28 13	26 13	26 13	19 13	19 6	27 14	27 7	19 3	19 3	10 12	10 12	Gurgaon.
		...	...	19 6	19 —	20 —	24 4	19 12	27 8	10 8	11 —	Basti.



## RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—continued. The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLUN (Sorghum vulgare).		BAJRA OR KANKAN (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>N.W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur	19 4	19 8	35 —	35 —	5 4	5 4	17 12	17 4	—	—	28 —	30 —
Rodan	19 —	19 —	34 —	34 —	7 8	7 8	15 8	15 —	31 —	30 —	27 —	28 —
Pilib	19 8	19 8	32 —	32 —	5 4	5 4	16 8	16 8	26 —	26 —	23 —	23 —
Bareilly	17 8	17 8	25 —	25 —	5 —	5 —	12 8	12 8	28 12	28 12	26 4	25 10
Muzaffarnagar	19 11	18 12	29 —	29 —	8 4	5 4	13 18	13 12	32 8	32 —	26 4	25 —
Bijnor	17 7	17 7	28 3	27 —	4 8	4 8	12 8	12 12	—	—	22 8	22 8
Muzaffarnagar	19 12	18 7	28 —	28 10	—	—	12 9	12 1	26 6	26 6	21 2	23 2
Saharanpur	19 5	19 5	29 8	29 8	4 12	4 12	11 12	11 12	23 10	23 10	25 12	25 12
Dehra-Dun	17 4	17 12	29 8	29 8	7 —	7 —	12 12	12 12	24 —	24 —	25 —	25 —
<i>Hills—</i>												
Naini Tal	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	12 —	13 4	18 —	17 —	5 —	5 —	11 —	11 —	—	—	—	—
Garhwal	10 —	10 —	18 —	18 —	6 —	6 —	10 —	10 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh	17 12	16 —	28 —	28 —	7 —	—	17 —	17 —	25 —	25 —	25 —	26 —
Sultanpur	19 8	19 8	28 8	28 8	9 8	9 8	10 —	10 —	26 —	26 —	21 —	21 —
Rae-Bareilly	19 4	20 8	28 —	30 —	5 —	5 —	10 —	10 —	26 —	26 —	27 —	28 —
Unao	17 8	17 —	26 —	25 —	8 —	8 —	10 —	10 —	26 8	26 —	26 —	26 —
Lucknow	18 8	18 4	35 —	32 —	5 8	5 4	15 8	15 —	28 —	27 —	27 8	27 —
Hardi	18 8	19 —	33 —	33 —	—	—	20 —	20 —	33 —	33 —	30 —	29 —
<i>Northern—</i>												
Fyzabad	18 8	18 8	30 —	30 —	12 8	12 8	18 —	18 —	26 —	26 —	23 8	23 8
Bareilly	18 —	18 12	25 —	25 —	—	6 —	13 —	15 —	25 —	24 —	24 —	24 —
Gonda	21 8	20 8	34 —	32 —	—	—	18 12	17 4	30 —	30 —	26 —	26 —
Bahraich	20 8	20 —	39 —	40 —	7 —	7 —	18 —	18 —	30 —	30 —	29 —	29 —
Sitapur	19 8	19 8	30 —	32 —	5 —	5 —	16 —	15 8	32 —	32 —	21 —	20 —
Kheri	20 —	19 —	42 —	35 —	5 —	6 —	16 —	16 —	40 —	40 —	32 —	32 —
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh	20 3	20 5	31 4	31 4	7 —	7 —	11 12	11 12	35 15	35 15	—	—
Banswari	13 12	13 12	15 —	15 —	6 4	6 4	13 12	14 0	—	—	—	—
Meywar (Udaipur)	14 12	15 3	21 7	21 7	8 3	8 3	8 9	8 9	25 —	24 3	14 12	14 7
Hilly Tracts of Alwar (Dingarpur)	15 —	16 —	19 —	—	8 8	7 —	8 8	8 8	—	—	—	—
Sirohi	12 —	12 —	20 —	20 —	5 —	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Baran	13 12	13 10	20 2	20 14	6 14	6 4	8 8	7 4	19 12	20 2	17 9	17 9
Ajmer	14 8	14 8	20 54	20 54	6 54	6 54	9 24	9 24	20 8	23 —	18 —	18 —
Abu	12 30	11 14	18 5	17 3	5 12	5 12	6 12	6 4	16 4	15 8	13 9	14 3
Kishanganj	14 8	13 12	20 —	20 —	6 —	5 8	7 8	6 8	21 8	21 8	17 4	18 8
Bundi	18 14	18 12	33 4	32 —	6 8	6 8	8 —	7 12	37 3	37 —	—	—
Kota	20 4	20 —	32 —	34 8	6 4	6 4	6 12	6 12	44 8	40 —	19 12	19 8
Jhalawar	17 15	17 15	40 104	43 8	7 14	7 12	13 7	12 6	26 3	24 1	22 12	23 11
Tonk	14 —	13 8	22 7	22 4	4 —	4 —	7 —	7 —	23 12	24 15	20 3	20 4
Jaipur	13 8	13 8	21 4	21 8	4 4	4 4	6 8	6 8	22 —	22 —	19 8	18 4
Karauli	15 15	17 3	30 10	31 14	9 1	10 5	11 9	11 9	19 6	33 —	24 11	20 4
Dholpur	10 24	10 1	28 9	27 —	9 —	9 —	10 2	10 2	30 104	30 104	27 154	28 7
Bharatpur	16 12	17 —	30 12	29 13	5 —	5 —	8 —	8 —	32 4	32 7	20 10	20 6
Alwar	15 94	15 134	43 144	43 144	5 12	5 12	9 2	9 2	26 44	25 44	22 124	21 54
Deoli Cantonment	10 —	10 —	22 11	21 7	4 —	4 —	6 —	6 —	28 —	28 —	23 —	23 12
Nasirabad Cantonment	14 12	14 12	—	—	7 —	7 —	10 —	10 —	28 —	28 —	26 —	26 8
Bikaner	12 2	12 12	—	—	5 8	5 8	7 8	7 8	—	—	14 10	14 10
Andhra	12 146	12 —	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Shanpur	14 8	14 —	—	—	6 —	6 —	7 —	7 —	—	—	—	—
<i>Western—</i>												
Jodhpur	12 12	12 3	19 1	17 8	6 10	6 4	8 —	7 4	18 —	17 3	16 10	15 10
Jaisalmer	12 2	12 12	—	—	6 10	6 4	8 —	7 4	18 —	17 3	16 10	15 10
Bikaner	12 8	12 8	16 9	16 —	3 12	3 8	6 —	5 54	—	—	10 —	15 15
<b>Central India—</b>												
Indore	12 12	12 12	21 —	21 —	5 4	5 4	9 4	9 4	29 —	30 —	19 4	19 —
Nimach Cantonment	15 8	15 —	—	—	7 —	7 —	8 —	8 —	27 —	26 —	19 8	19 —
Gwalior	11 11	12 78	24 154	25 8	6 6	6 6	7 7	7 44	24 24	24 5	21 4	20 3
<b>Punjab—</b>												
<i>Southern—</i>												
Rawalpindi	18 —	18 —	27 —	26 —	—	—	10 —	10 —	23 —	24 —	20 —	19 —
Ferozepur	18 —	18 —	24 —	23 —	—	—	10 —	10 —	20 —	20 —	22 —	21 —
<i>Central—</i>												
Lahore	18 —	17 —	23 —	23 —	—	—	12 —	12 —	27 —	25 —	22 —	19 —
Gujranwala	19 —	19 —	24 —	24 —	—	—	14 —	14 —	28 —	26 —	23 —	20 —
Cuttack	19 —	19 —	24 —	24 —	—	—	14 —	14 —	28 —	26 —	23 —	20 —
Jhelum	16 —	16 —	22 —	22 —	—	—	14 —	14 —	24 —	24 —	25 —	24 —



represent the number of acre (of 80 bhoas) and obblacks sold for one rupee.)

MAHUA OR BADI (Zizyphus coronata).		KANGNI OR KARUN, ITALIAN MILLET (Setaria italica).		GRAM, GHENNA, GHOLA, KADALAY OR KUNDA (Cicer aryzizum).		MAIZE (Zea Mays).		ARHAR, OR TUR, CASHAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	25 —	25 4	...	...	18 4	18 4	21 —	21 —	N.-W. Provinces—contd.
...	...	20 —	20 —	24 —	24 8	17 —	16 —	18 —	18 —	10 12	10 12	Saharanpur, west— Shahjahanpur.
...	...	...	...	23 8	23 8	20 —	20 —	15 —	15 —	10 10	10 10	Rudra.
...	...	...	...	19 —	19 —	33 12	33 8	15 —	15 —	11 —	11 —	Philib.
...	...	...	...	19 2	19 10	27 —	...	13 8	13 8	11 —	11 —	Barni.
...	...	...	...	20 15	20 15	28 1	28 1	14 5	14 5	11 6	11 6	Moradabad.
23 10	23 10	26 14	26 14	20 15	20 15	31 3	31 3	15 1	15 1	11 4	11 4	Bijnor.
29 —	29 —	...	...	19 —	19 8	29 —	29 —	14 —	14 —	10 —	10 8	Muzaffarnagar.
...	...	...	...	14 8	14 8	...	...	8 —	8 —	8 —	8 —	Saharanpur.
18 —	18 —	...	...	13 8	14 —	...	...	11 —	11 —	8 8	8 8	Dehra-Dun.
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Hill— Naini Tal, Almora, Garhwal.
...	...	...	...	31 4	31 —	...	...	16 —	16 —	11 —	10 8	Oudh—
32 4	32 —	...	...	24 —	24 —	24 —	...	18 —	18 —	10 8	10 8	Southern—
33 —	33 —	...	...	17 —	17 —	20 8	27 —	16 8	17 —	11 —	11 —	Paritibgarh.
30 —	40 —	27 —	28 —	21 —	19 8	33 —	33 —	17 —	17 —	11 —	11 —	Sultanpur.
...	...	24 —	24 —	21 —	19 8	33 —	33 —	17 —	17 —	11 —	11 —	Rae-Barah.
...	...	26 —	26 —	20 8	20 —	30 —	30 —	18 8	18 —	11 —	11 4	Unao.
...	...	...	...	24 —	28 —	...	31 —	18 —	15 —	10 8	10 8	Lucknow.
...	...	...	...	23 —	23 —	27 8	27 8	18 —	18 —	11 —	11 —	Hardoi.
...	...	20 —	20 —	20 —	21 —	29 —	30 —	19 —	19 —	11 —	11 —	Northern— Fyzabad.
...	...	12 —	12 —	24 8	23 8	32 8	32 8	18 8	18 8	10 8	10 8	Barabaghi.
...	...	20 —	20 —	25 —	25 —	33 —	34 —	20 —	20 —	10 —	10 —	Gonda.
49 —	49 —	28 —	28 —	25 —	25 —	34 —	36 —	18 —	18 —	11 —	11 —	Bahraich.
...	...	...	...	25 —	25 —	38 —	38 —	20 —	20 —	11 —	11 —	Sitapur.
...	...	...	...	25 —	25 —	38 —	38 —	20 —	20 —	11 —	11 —	Kheri.
...	...	...	...	23 7	23 7	39 1	39 1	13 4	13 4	21 1	21 1	Rajputana—
...	...	12 14	12 14	15 10	14 —	26 9	25 12	12 1	10 15	8 2	8 2	Eastern—
...	...	15 —	15 —	20 —	18 —	33 —	30 —	...	...	11 —	10 —	Paritibgarh.
...	...	...	...	15 —	16 —	21 —	18 —	...	...	12 —	11 8	Banwar.
...	...	9 8	9 8	18 —	18 —	23 —	22 —	10 4 5	10 2 8	11 —	11 —	Meywar (Udaipur).
...	...	...	...	17 6	16 8	20 —	20 —	10 8	10 10	11 —	11 —	Hilly Tracts of Meywar (Dungarpur).
...	...	...	...	18 8	19 8	19 8	21 —	13 8	13 8	12 12	12 12	Sirohi.
...	...	...	...	21 4	13 —	34 8	34 —	10 —	9 14	10 —	9 14	Erinpara.
...	...	...	...	24 8	24 4	40 8	40 —	10 —	9 14	10 —	9 14	Ajmer.
...	...	29 10	29 8	21 15	20 6	53 24	47 10	10 12	10 13	10 3	10 1	Abu.
...	...	...	...	19 8	19 12	21 8	22 9	...	...	10 2	10 —	Kishengarh.
...	...	25 —	21 —	20 8	19 —	23 —	22 8	19 —	19 —	12 —	12 —	Bundi.
...	...	24 6	23 12	20 14	24 6	...	...	25 —	25 —	10 15	10 15	Kotah.
...	...	22 8	22 8	21 12	23 14	...	...	16 10	16 14	11 8	11 8	Jaipur.
...	...	27 —	24 6	24 8	24 —	26 8	26 4	12 11	13 7	11 12	11 12	Kerauli.
...	...	14 1	14 —	22 14	22 8	25 —	24 32	27 —	23 —	12 10	12 10	Dholpur.
...	...	...	...	20 —	19 0	...	...	...	...	13 8	13 8	Bharipur.
...	...	...	...	18 8	18 8	...	...	13 —	13 —	13 —	13 —	Alwar.
...	...	...	...	9 —	9 —	...	...	...	...	13 8	13 8	Dauli Cantonment.
...	...	...	...	16 8	16 8	21 —	20 —	8 —	8 —	12 —	12 —	Nasirabad Cantonment.
...	...	...	...	16 8	16 8	18 8	21 —	...	...	11 4	11 4	Balmer.
...	...	...	...	14 10	14 —	19 4	18 12	8 13	8 12	13 4	12 13	Anasra.
...	...	...	...	12 4	12 —	...	...	10 —	10 —	11 8	11 8	Shahpura.
...	...	...	...	16 3	16 8	...	...	...	...	...	...	Western—
...	...	...	...	15 —	18 —	34 8	36 —	20 —	21 —	11 —	11 —	Jodhpur.
...	...	4 4	4 4	19 4	20 2	20 0	23 8	15 1	19 2	9 15	9 11	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	15 —	18 —	34 8	36 —	20 —	21 —	11 —	11 —	Central India—
...	...	...	...	17 8	17 8	...	...	11 —	11 —	14 —	14 —	Indore.
...	...	...	...	19 4	20 2	20 0	23 8	15 1	19 2	9 15	9 11	Narmach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	...	...	25 —	24 —	...	...	...	...	...	...	Punjab—
...	...	10 —	10 —	25 —	24 —	31 —	26 —	13 —	11 —	14 8	13 5	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	23 —	22 —	23 —	21 —	28 —	27 —	12 —	12 —	13 —	12 18	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	10 —	10 —	20 —	20 —	23 —	23 —	9 —	9 —	13 —	13 —	Gujarat.
...	...	20 —	20 —	21 —	21 —	24 —	23 —	...	...	14 —	14 —	Junag.

\* Not used.

† Not produced.

‡ Not procurable.

§ Unusable.

|| Unusable.



## RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBI (Pennisetum spicatum).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Punjab—continued.</b>												
<b>South-eastern—</b>												
Gurgaon	17	16	25	25	...	...	9	9	25	25	23	23
Delhi	17	17	25	25	...	...	12	12	24	24	21	21
Rohtak	17	16	25	24	...	...	13	13	22	22	21	20
Karnal	18	18	24	24	...	...	10	10	25	27	20	20
<b>Submontane—</b>												
Amritsar	20	20	25	25	...	...	12	11	31	28	33	33
Ludhiana	20	22	33	33	...	...	11	11	28	28	22	22
Jalandhar	21	21	30	30	...	...	10	8	27	27	21	21
Hoshiarpur	21	20	30	28	...	...	18	18	26	24	20	17
Gurdaspur	21	21	40	40	...	...	13	13	28	28	11	11
Amritsar	20	19	34	24	...	...	12	11	30	25	19	17
Sialkot	19	19	33	34	...	...	14	14	25	24	23	22
<b>Afghan—</b>												
Shera	15	15	21	21	...	...	10	10	24	24	17	17
Kangra	20	20	28	28	...	...	15	15	24	24	17	17
<b>Northern—</b>												
Rawalpindi	17	17	30	31	...	...	10	10	34	24	21	21
Hazara	18	19	30	18	...	...	10	10	2	2	19	18
Peshawar	13	13	29	29	...	...	10	10	35	35	20	20
Kohat	17	10	23	23	...	...	15	13	2	2	21	21
Bannu	20	20	34	35	...	...	14	14	41	41	24	26
<b>Western—</b>												
Shehrpur	20	20	30	30	...	...	11	11	22	22	22	22
Jhang	19	20	27	27	...	...	13	12	36	36	27	27
Multan	10	10	25	24	...	...	10	10	20	20	23	24
Montgomery	19	19	24	24	...	...	12	13	28	28	2	24
Dera Ismael Khan	19	19	24	24	...	...	6	8	21	24	23	23
Muzaffargarh	18	18	23	23	...	...	15	15	21	20	22	22
Dera Ghasi Khan	15	15	23	23	...	...	14	14	21	22	20	20
<b>Sind and Baluchistan—</b>												
Karachi	13	13	...	...	9	8	10	9	20	20	18	18
Hyderabad	13	13	...	...	7	7	10	10	20	20	20	20
Thar and Parkar (Umarkot)	13	13	...	...	18	12	13	20	...	...	17	17
Sukkurpur	15	15	...	...	8	8	9	9	26	20	14	14
Upper Sind Frontier	13	13	...	...	8	8	3	8	32	32	20	27
Quetta	13	13	17	17	4	4	7	7	20	20	16	16
Bombay—	14	14	...	...	...	...	...	...	...	...	...	...
<b>Konkan—</b>												
Karwar	9	8	...	...	7	10	7	10	10	10	13	13
Maharashtra	8	8	...	...	11	10	10	14	14	14	13	13
Ahmednagar	9	9	...	...	10	13	10	13	13	13	13	13
Pune	8	7	...	...	6	6	6	6	14	11	14	14
Tanna	10	15	...	...	12	12	12	15	12	15	16	16
<b>Deccan—</b>												
Udharwar	14	11	10	14	...	...	19	7	11	7	18	10
Belgaum	11	10	10	11	...	...	12	14	11	13	12	12
Batara	14	8	...	...	10	3	8	14	11	10	19	7
Sholapur	14	14	13	8	...	...	12	7	14	8	13	13
Pune	15	13	...	...	7	7	7	6	13	6	13	13
Poona	10	7	...	...	9	11	9	11	10	13	10	10
<b>Khandesh—</b>												
Ahmednagar	12	5	...	...	8	13	8	1	11	5	20	10
Nashik	13	13	12	15	...	...	8	4	8	8	10	15
Dhule	12	4	...	...	7	7	7	7	8	7	25	14
<b>Gujarat—</b>												
Surat	10	10	10	10	...	...	7	6	7	6	8	8
Broach	12	12	...	...	8	8	10	10	11	8	21	18
Kanva	14	13	...	...	3	3	12	12	11	11	20	12
Baroda Cantonment	10	10	...	...	0	3	0	8	9	8	17	17
Ahmedabad	12	12	...	...	0	0	12	8	12	8	22	19
Godhra	20	10	...	...	0	0	10	6	10	6	17	17
Qila La Marmont	12	8	...	...	0	0	0	8	9	9	25	10
<b>Kashmir—</b>												
Rajkot	16	14	15	...	0	10	0	10	10	10	22	13
<b>Central Provinces—</b>												
<b>Western—</b>												
Nimar	12	13	12	13	...	...	0	5	0	5	27	9
Indore	11	8	...	...	8	8	8	8	12	12	27	9
Indraprastha	13	1	12	8	...	...	9	4	16	11	25	3
Betul	14	0	13	8	...	...	12	12	14	0	24	1
Amundwara	15	14	...	...	10	10	13	13	13	13	24	1
Nagpur	13	3	13	13	...	...	12	4	13	12	25	1
Wardha	13	3	13	5	...	...	7	7	13	7	20	11

\* Not sold.

† Not produced.

‡ Not produced.



represent the number of ares (of 50 tolas) and chittacks sold for one rupee.)

MAHARASHTRA (See column).		KARNATAKA (See column).		GRAN, CHENNA, MADRAS (See column).		MAHARASHTRA (See column).		ARUNACHAL, OR THOR, GADJAN (See column).		SALT.		Districts.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
1	1	1	1	21	21	23	26	16	15	11	11	Punjab—continued.
23	33	14	14	30	26	27	27	14	14	12	12	
		10	10	21	21	26	27	16	16	11	11	South-eastern—
		12	12	26	26	27	27	16	16	10	10	
												Gurgaon.
												Delhi.
												Rohtak.
												Karnal.
												Submontane—
												Amhala.
												Lodhiana.
												Jalandhar.
												Hoshiarpur.
												Gurdaspur.
												Amritsar.
												Sialkot.
												Hills—
												Sirma.
												Kangra.
												Northwestern—
												Rawalpindi.
												Hazara.
												Peshawar.
												Kohat.
												Bannu.
												Western—
												Shikhar.
												Jhang.
												Multan.
												Montgomery.
												Dera Ismail Khan.
												Muzaffargarh.
												Dera Ghazi Khan.
												Sind and Baluchistan—
												Karachi.
												Hyderabad.
												Thar and Parker (Umarkot).
												Shikhar.
												Upper Sind Frontier.
												Quetta.
												Bombay—
												Konkan—
												Karwar.
												Ratnagiri.
												Ahmednagar.
												Bombay.
												Tanna.
												Deccan—
												Udharwar.
												Belgaum.
												Sakara.
												Solapur.
												Bijapur.
												Poona.
												Khandesh—
												Ahmednagar.
												Nasik.
												Dhule.
												Gujarat—
												Surat.
												Broach.
												Kanva.
												Baroda Cantonment.
												Amadabad.
												Godhra.
												Dun Cantonment.
												Kathiawar—
												Kajkot.
												Central Provinces—
												Western—
												Nizam.
												Kanpura.
												Hoshangabad.
												Itan.
												Chhindwara.
												Nagpur.
												Wardha.

\* Not sold.

† Not produced.

‡ Not procured.



## RETAIL PRICES FOR THE 2nd HALF OF DECEMBER 1898—continued. (The figures

RETAIL PRICES FOR												
DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—contd.												
Central—	12 13	12 13	...	...	10 10	8 —	10 13	11 7	19 3	19 3	...	...
Narsinghpur	14 6	14 8	...	...	13 6	13 6	14 2	14 2	24 —	24 —	...	...
Saugor	14 1	14 1	...	...	14 1	14 1	14 9	14 9	26 —	26 —	...	...
Damoh	15 —	15 —	...	...	13 —	13 —	19 —	19 —	27 —	27 —	...	...
Jubbulpore	17 —	17 —	...	...	14 —	14 —	20 —	20 —	...	...	...	...
Mandla	18 —	17 8	...	...	9 —	9 —	16 —	16 —	28 —	25 —	...	...
Seoni	13 8	12 —	...	...	13 —	13 —	17 8	17 8	...	...	...	...
Belaghat	16 4	16 4	...	...	...	...	15 4	16 4	...	...	...	...
Bhandara	14 11	14 2	...	...	...	...	17 10	15 8	25 5	25 5	...	...
Chanda	...	...	...	...	...	...	...	...	...	...	...	...
Eastern—	16 4	18 4	...	...	12 —	16 —	21 5	25 10	...	...	...	...
Bilaspur	18 8	17 —	...	...	10 —	10 —	20 —	16 —	...	...	...	...
Raipur	15 —	12 —	...	...	11 —	11 —	19 —	17 —	...	...	...	...
Sambalpur	...	...	...	...	...	...	...	...	...	...	...	...
Berar—	16 8	11 —	...	...	7 —	6 2	9 —	8 —	34 —	31 8	24 8	25 —
Baldina	13 —	12 —	...	...	5 —	6 —	9 —	9 —	28 —	30 —	...	...
Basim	11 4	11 4	...	...	5 12	6 —	7 —	7 3	34 4	32 —	16 —	16 —
Akola	10 —	10 —	...	...	5 —	5 —	8 —	8 —	25 —	25 —	16 —	16 —
Ellichpur	11 —	11 —	...	...	7 —	7 —	10 —	10 —	28 —	27 —	23 —	23 —
Amroli	12 —	12 —	...	...	7 —	7 —	8 —	8 —	25 —	28 —	15 —	18 —
Wan	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Territories—												
Secunderabad	10 2	10 2	...	...	6 —	6 —	8 9	7 7	12 8	15 12	16 10	14 10
Bolaram	9 8	9 5	...	...	5 13	5 13	10 —	9 10	18 5	16 15	...	...
Chadarghat	10 —	9 6	...	...	6 8	7 5	12 8	12 —	24 12	23 12	25 —	25 —
Madras—												
Malabar Coast—	...	...	...	...	...	...	12 8	10 2	...	...	...	...
Malabar	...	...	...	...	...	...	12 —	12 —	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...
South, central—	...	...	...	...	...	...	10 6	10 —	16 8	16 2	19 14	19 2
Coimbatore	...	...	...	...	...	...	7 3	7 3	...	...	...	...
Nilgiris	...	...	...	...	...	...	10 13	10 5	18 3	18 3	16 6	14 13
Salem	...	...	...	...	...	...	...	...	...	...	...	...
Central—	...	...	...	...	...	...	10 13	9 11	25 3	25 11	...	...
Bellary	...	...	...	...	...	...	...	...	...	...	...	...
Assam—	...	...	...	...	...	...	11 14	11 5	26 13	25 13	...	...
Assam	...	...	...	...	...	...	10 —	9 11	22 3	20 10	21 —	18 14
Cuddapah	...	...	...	...	...	...	10 11	10 —	32 14	20 12	...	...
Karaul	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, north—	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Ganjam	...	...	...	...	...	...	11 14	12 0	...	...	21 13	21 13
Vizagapatnam	...	...	...	...	...	...	12 3	12 —	16 13	16 13	...	...
Godavari	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—	...	...	...	...	...	...	17 10	14 13	21 3	14 11	...	...
Kintore	...	...	...	...	...	...	19 11	10 10	16 8	15 0	15 —	14 2
Nellore	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—	...	...	...	...	...	...	12 8	9 13	...	...	...	...
Madras	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Chingleput	...	...	...	...	...	...	12 3	11 5	16 0	15 8	...	...
N. Arcot	...	...	...	...	...	...	10 14	10 14	...	...	20 13	20 13
S. Arcot	...	...	...	...	...	...	14 3	13 —	...	...	20 3	24 11
Tanjore	...	...	...	...	...	...	10 3	10 8	16 13	15 6	24 2	21 13
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...
Southern—	...	...	...	...	...	...	11 5	10 14	15 —	15 —	18 6	12 2
Tiruvelli	...	...	...	...	...	...	11 —	10 2	17 —	10 3	16 3	16 0
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Mysore—												
Mysore	9 8	8 5	...	...	9 —	8 —	30 —	9 1	20 —	20 —	20 —	20 —
Bangalore	9 —	7 —	10 —	7 —	7 10	7 8	8 4	8 —	10 4	15 —	...	...
Kolar	8 —	7 —	6 —	6 —	8 —	8 —	10 —	9 —	...	...	...	...
Tumkur	8 —	6 —	...	...	7 5	8 —	8 4	8 12	...	...	...	...
Hassan	9 —	...	8 —	8 —	9 —	9 —	10 —	10 —	...	...	...	...
Kader	9 —	9 —	9 —	9 —	9 —	8 —	11 —	10 —	18 —	18 —	...	...
Shimoga	10 8	10 4	10 8	11 5	7 14	7 14	10 8	11 —	27 5	20 5	...	...
Chitaldrug	9 —	8 —	9 —	8 —	10 —	9 —	11 —	10 —	30 —	25 —	18 —	10 —
Coorg—	...	...	...	...	...	...	...	...	...	...	...	...
Coorg	8 —	7 8	7 8	8 —	8 —	7 8	16 8	10 8	...	...	...	...
Aden	8 8	7 8	...	...	6 9	6 9	7 7	7 7	13 2	12 15	7 4	8 8

\* Not sold.



represent the number of tons (or 30 muns) and chittacks sold for one muns.)

MADRAS OR BAGI (Kien- sue core- cane).		KARONT OR KARUN, ITALIAN MILLET (Sylaria italica).		GRAM, CHENNA, CHULA, KADALAY OR SUMAGA (Cicer arabum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADJAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
Central Provinces—contd.												
Central—												
107	104	101	100	17 6	17 6	100	100	16 —	16 —	9 2	9 2	Narsingpur.
108	106	101	101	19 —	19 —	100	100	13 —	13 —	10 11	10 11	Saugor.
109	106	101	101	21 13	21 13	100	100	12 12	12 12	9 2	9 2	Danub.
110	102	100	100	23 —	23 —	100	100	14 —	15 —	9 12	10 —	Jubbulpore.
111	100	100	100	32 —	32 —	100	100	16 —	16 —	9 2	9 8	Mandla.
112	100	100	100	20 —	20 —	100	100	13 —	13 —	9 8	9 —	Soni.
113	100	100	100	16 —	16 —	100	100	13 8	14 —	9 —	9 —	Balaghat.
114	100	100	100	20 —	18 12	100	100	15 —	15 —	9 8	9 8	Bhandara.
115	100	100	100	16 13	16 13	100	100	14 2	14 2	9 —	9 —	Chanda.
Eastern—												
116	100	100	100	21 5	21 5	100	100	18 4	16 —	9 2	9 2	Rilaspur.
117	100	100	100	25 —	20 —	100	100	20 —	16 —	9 —	9 —	Rajpur.
118	100	100	100	17 —	17 —	100	100	12 —	12 —	10 —	10 —	Sambalpur.
Berar—												
119	100	100	100	17 —	17 —	100	100	11 —	11 8	10 8	10 8	Buldana.
120	100	100	100	20 —	20 —	100	100	13 8	14 4	9 —	9 —	Rasim.
121	100	100	100	18 4	16 —	100	100	10 8	12 —	12 8	12 —	Akola.
122	100	100	100	13 —	13 —	100	100	20 —	16 —	10 —	10 —	Ellichpur.
123	100	100	100	10 —	10 —	100	100	14 —	14 —	11 —	11 —	Amritoti.
124	100	100	100	16 —	10 —	100	100	20 —	20 —	9 8	9 8	Wan.
Nizam's Territories—												
125	100	100	100	13 14	14 4	100	100	10 9 1/2	9 5	9 3 1/2	9 3 1/2	Secunderabad.
126	100	100	100	16 —	14 14	100	100	12 —	11 4	8 12	8 12	Bolnisi.
127	100	100	100	22 5	17 5	100	100	12 —	11 4	9 2	8 12	Chadarghat.
Madras—												
Malabar Coast—												
128	100	100	100	21 —	21 —	100	100	100	100	12 —	12 —	Malabar.
129	100	100	100	21 —	21 —	100	100	100	100	12 14	12 14	S. Canara.
South, central—												
130	100	100	100	18 14	18 —	100	100	100	100	10 11	10 11	Coimbatore.
131	100	100	100	19 3	19 3	100	100	100	100	10 10	10 10	Nagiris.
132	100	100	100	19 3	19 3	100	100	100	100	10 14	10 14	Salem.
Central—												
133	100	100	100	29 2	27 3	100	100	100	100	10 13 and 11 8	10 13 and 11 8	Hobli.
134	100	100	100	27 3	23 5	100	100	100	100	11 8	11 8	Anantapur.
135	100	100	100	18 —	18 —	100	100	100	100	12 3	12 3	Cuddapah.
136	100	100	100	18 2	18 2	100	100	100	100	11 —	10 2	Karur.
East Coast, north—												
137	100	100	100	21 6	20 —	100	100	100	100	10 —	10 —	Guajah.
138	100	100	100	20 3	19 3	100	100	100	100	12 —	12 —	Vizagapatam.
139	100	100	100	19 2	19 2	100	100	100	100	12 2	12 1	Godavari.
East Coast, central—												
140	100	100	100	29 13	24 13	100	100	100	100	13 3	13 3	Kistna.
141	100	100	100	15 6	14 6	100	100	100	100	12 13	12 13	Nellore.
East Coast, south—												
142	100	100	100	17 10	16 6	100	100	100	100	12 8	12 8	Madras.
143	100	100	100	16 6	16 6	100	100	100	100	13 5	13 5	Chingleput.
144	100	100	100	19 11	18 13	100	100	100	100	12 3	12 3	N. Arcot.
145	100	100	100	19 2	18 11	100	100	100	100	13 3	13 3	S. Arcot.
146	100	100	100	17 3	16 14	100	100	100	100	12 14	12 14	Tanjore.
147	100	100	100	21 —	19 11	100	100	100	100	12 —	12 —	Trichinopoly.
Southern—												
148	100	100	100	17 6	17 6	100	100	100	100	14 5	14 5	Tianavelly.
149	100	100	100	17 2	17 2	100	100	100	100	13 2	13 2	Madura.
Mysore—												
150	100	100	100	17 8	16 12	100	100	7 8	7 8	10 8	10 4	Mysore.
151	100	100	100	25 3	23 —	100	100	7 —	7 —	9 —	9 —	Bangalore.
152	100	100	100	23 —	20 —	100	100	8 —	8 —	10 —	10 —	Kolar.
153	100	100	100	24 —	21 —	100	100	8 —	7 —	8 8	8 10	Tumkur.
154	100	100	100	24 13	24 —	100	100	8 —	8 —	10 —	9 —	Hassan.
155	100	100	100	23 —	20 —	100	100	7 —	8 —	9 —	9 —	Kadur.
156	100	100	100	20 6	18 6	100	100	8 15	9 7	10 —	10 —	Shimoga.
157	100	100	100	20 —	20 —	100	100	8 —	9 —	9 —	9 —	Chitaldrug.
Coorg—												
158	100	100	100	21 —	18 —	100	100	100	100	10 —	9 —	Coorg.
Aden.												
159	100	100	100	10 10	10 10	100	100	8 15	8 15	32 —	32 —	Aden.

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT

February 9, 1899.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST TO 29TH JANUARY, 1898, AND FROM 1ST TO 28TH JANUARY, 1899.**

*N.B.—As regards the figures in column Total Earnings from 1st January 1899, audited figures have been used, as far as possible.*

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 29TH JANUARY, 1898.				WEEK ENDING 28TH JANUARY, 1899.				Earnings from 1st to 29th January, 1898.	Earnings from 1st to 28th January, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	604	1,240	12,04,911	592	1,743	12,41,000	211	50,53,176	48,70,000	...	1,83,176	...	...
Bengal Central	162	125	20,076	101	125	33,000	204	77,943	87,000	...	9,057	...	...
Bengal Nagpur	181	265	1,40,554	103	1,186	1,80,000	157	5,60,433	6,70,000	...	1,15,707	...	...
Indian Midland (including Bhopal-Harsi)	171	752	1,89,362	172	868	1,56,000	180	5,54,069	5,20,000	...	15,931	...	...
Berwada Extn. (East Coast State)	191	21	3,431	163	21	2,700	129	14,116	9,900	...	4,216	...	...
Malhar-Ennur sec. (Berwada-Mal.)	119	9	707	79	9	700	78	5,318	3,000	...	...	...	...
Metre gauge—													
Rajputana-Malwa (inclg. G.R.-Nagda)	264	1,815	5,91,955	215	1,815	4,87,000	268	17,08,955	19,16,000	...	2,07,045	...	...
Palampur-Dumra	44	17	473	28	17	500	29	1,911	2,700	...	789	...	...
South Indian	161	1,049	1,50,600	145	1,022	1,43,000	143	6,07,258	5,52,000	...	...	...	...
Mayavaram-Mutpet	88	54	4,363	81	54	4,200	78	15,805	15,700	...	...	...	...
Southern Mahratta (inclg. G.M. Fion sec.)	103	1,165	83,254	71	1,165	92,900	80	4,04,663	3,73,000	...	...	...	...
Mysore section (Southern Mahratta)	107	206	33,404	113	206	20,100	68	1,42,734	72,900	...	...	...	...
Bengal and North-Western system	162	827	1,54,074	186	928	1,47,000	153	5,34,748	5,24,000	...	...	...	...
Lucknow-Barclay	100	231	26,176	113	231	22,900	99	95,025	86,200	...	...	...	...
Assam-Bengal	90	286	24,322	85	368	30,700	77	99,343	1,30,000	...	30,657	...	...
Burma	223	932	2,34,750	251	936	2,12,000	220	9,13,584	7,12,000	...	...	...	...
TOTAL	206	10,170	26,01,815	250	10,817	27,26,700	257	1,05,04,841	1,06,10,400	...	...	...	...
State lines worked by the State.													
Standard gauge—													
North-Western (a)	207	2,886	7,33,329	254	2,886	6,68,000	237	29,95,738	26,24,000	...	...	...	...
Oudh and Rohilkhand (inclg. the a. g. line)	217	875	1,94,285	222	1,003	1,92,000	102	7,95,104	7,97,000	...	...	...	...
Eastern Bengal (inclg. metre & a. g.)	319	818	2,39,125	415	825	2,80,000	339	12,79,240	9,90,000	...	...	...	...
East Coast (b)	110	536	40,108	168	720	69,800	97	2,46,959	2,40,000	...	...	...	...
Special gauges—													
Jorhat	60	28	1,451	32	28	1,300	46	8,310	7,800	...	...	...	...
Cherra-Companyganj	20	...	(c)	...	8	500	61	(c)	2,300	...	...	...	...
TOTAL	201	5,143	13,58,335	264	5,470	12,11,300	221	33,33,327	40,37,000	...	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,401	6,86,521	460	1,491	9,11,000	611	27,10,677	34,83,000	...	...	...	...
Bombay, Baroda and Central India	773	461	2,43,424	528	461	3,08,000	608	10,02,755	12,93,000	...	...	...	...
Madras	336	840	2,97,576	271	840	1,76,000	210	8,33,223	6,07,000	...	...	...	...
TOTAL	400	2,722	11,57,511	415	2,792	13,15,000	390	45,69,656	53,17,000	...	...	...	...
TOTAL (GUARANTEED AND STATE)													
Assisted companies.	207	15,114	51,17,661	283	19,079	53,88,300	281	2,07,90,824	2,06,30,400	...	...	...	...
Standard gauge—													
Delhi-Lahore-Kalka	217	162	62,660	187	162	23,900	148	1,98,640	1,00,000	...	...	...	...
Tarapur	320	22	7,116	324	22	3,700	259	20,407	20,000	...	...	...	...
Southern Punjab (Delhi-Samaita)	75	400	20,952	52	400	25,600	04	83,706	96,700	...	...	...	...
Tapi Valley	...	...	...	...	36	900	25	...	3,200	...	...	...	...
Metre gauge—													
Mymensingh-Jamalpur-Jagannath-(an)	...	...	...	...	33	1,000	30	...	2,700	...	...	...	...
Rohilkhand and Kumaon (Co.'s sec.)	137	60	5,135	73	60	6,700	101	20,224	22,600	...	...	...	...
Bengal Duars	100	30	5,691	188	36	2,400	67	16,114	16,600	...	...	...	...
Dibru-Sadiya	200	78	15,107	194	78	17,300	222	62,006	65,500	...	...	...	...
Almudabad-Parantij	59	55	2,633	45	55	2,900	53	10,362	13,000	...	...	...	...
Special gauges—													
Darjeeling-Himalayan	206	51	10,824	197	51	9,000	176	40,809	37,000	...	...	...	...
Bani	156	21	2,833	135	21	3,200	100	13,329	13,100	...	...	...	...
TOTAL	133	891	1,32,167	148	960	99,300	103	4,70,747	3,82,500	...	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Hina-Guana	31	74	1,918	26	74	6,500	89	8,780	21,100	...	...	...	...
Bhopal-Ujjain	76	114	10,128	89	114	10,300	92	35,873	41,000	...	...	...	...
Nagda-Ujjain	26	35	1,901	54	34	1,900	36	6,642	6,700	...	...	...	...
The Nizam's guaranteed state	235	334	77,668	239	334	76,500	279	2,01,813	2,99,000	...	...	...	...
The Gekwar's Peltad	70	23	213	20	23	700	54	1,501	3,100	...	...	...	...
Rajpura-Bhatinda	140	108	20,151	187	108	11,700	108	64,992	42,300	...	...	...	...
Cholar Goldfields	408	10	3,843	284	10	3,300	330	14,182	13,500	...	...	...	...
Metre gauge—													
Venkatapur-Mysore Frontier section (inclg. M. Nanyangd)	71	66	3,701	50	66	2,400	36	18,158	10,600	...	...	...	...
The Gekwar's Melhara	81	93	5,771	62	93	6,300	68	25,718	23,100	...	...	...	...
Kohliapur	35	89	1,466	51	29	2,100	72	4,610	6,200	...	...	...	...
Special gauges—													
The Gekwar's Dabbol	58	79	3,111	39	79	3,300	42	11,933	12,400	...	...	...	...
Rajpura	13	19	50	3	19	000	33	1,100	1,100	...	...	...	...
Cooch Behar	61	22	—337	15	25	1,300	52	6,139	4,900	...	...	...	...
TOTAL	133	966	1,29,554	130	998	1,27,300	127	4,88,051	4,84,300	...	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagadh-Porbandar	126	334	32,452	97	334	33,600	107	1,32,394	1,30,000	...	...	...	...
Jetabai-Hajkot	80	46	3,260	71	46	3,600	78	13,932	13,700	...	...	...	...
Junagadh	38	54	1,355	25	54	1,900	35	7,068	7,300	...	...	...	...
Uthangadia	...	...	...	...	21	1,300	71	...	4,500	...	...	...	...
Jodhpur-Bikaner	66	364	21,631	59	407	37,600	92	91,201	1,32,000	...	...	...	...
Unaoypore-Litlor	42	60	1,793	30	60	3,000	50	7,107	10,700	...	...	...	...
Special gauge—													
Malvi	82	94	6,288	67	94	7,400	79	25,285	25,100	...	...	...	...
TOTAL	86	952	1,07,779	70	1,011	96,500	89	2,17,137	2,16,100	...	...	...	...
GRAND TOTAL													
	373	20,951	58,49,161	400	22,065	57,00,000	258	2,70,34,759	2,74,34,400	...	...	...	...

(a) Includes Jam. and Kachhar and Hyderabad-Sherpurh ty.

(b) Includes Berwada-Malhar.

(c) Closed for traffic.

G. LUBBOCK, Lieut., R.E.

CALCUTTA, 11th 10th February, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAYS.	Average earnings per mile per week in 1897-98.	WEEK ENDING 30TH JANUARY, 1898.			WEEK ENDING 31ST JANUARY, 1899.			Earnings from 1st April, 1897, to 29th January, 1898.	Earnings from 1st April, 1898, to 28th January, 1899.	Increase.	Decrease.
		Miles worked.	Earnings.		Miles worked.	Earnings.					
			Total.	Per mile.		Total.	Per mile.				
State lines worked by companies.											
Standard gauge—											
East Indian	694	1,740	13,04,911	692	1,745	12,41,000	711	4,83,35,570	4,80,25,000	3,09,430	...
Bengal Central	183	135	20,076	161	135	33,000	264	9,80,480	4,41,000	...	1,45,469
Cal-Nagpur	130	102	1,40,584	103	1,186	1,86,000	137	48,25,506	33,30,000	7,04,434	...
Central India (including Bhopal)	355	752	1,29,552	173	868	1,56,000	180	30,36,797	50,68,000	41,203	...
Berwada extn. (East Coast State)	153	81	3,431	163	31	2,700	129	1,32,021	1,24,000	...	8,631
Madras-Khoat sec. (Berwada-Mad.)	435	9	707	79	9	700	78	48,846	32,500	...	15,346
Metro gauge—											
Kajputana-Mahes (incldg. G. R.-Nagda)	310	1,015	3,01,035	215	1,815	4,87,000	268	1,61,30,836	1,87,31,000	26,00,164	...
Palampur-Dacca	44	17	473	26	17	500	39	34,398	33,400	...	998
South Indian	106	1,042	1,50,000	145	1,003	1,45,000	123	76,14,064	70,00,000	...	6,08,064
Mayavaram-Metupet	92	54	4,803	81	54	4,200	78	3,20,184	2,03,000	...	15,184
Southern Mahratta (incldg. G. M. Hon. sec.)	113	1,165	83,354	71	1,165	92,000	80	58,63,058	44,67,000	...	13,96,058
Mysore section (Southern Mahratta)	123	206	31,404	113	306	30,100	68	10,23,399	10,50,000	...	3,77,609
Bengal and North-Western system	147	827	1,54,074	186	928	1,42,000	153	50,27,354	52,45,000	1,67,646	...
Lucknow-Barilly	61	231	20,176	113	231	23,000	90	7,07,059	8,39,000	...	1,31,941
Assam-Bengal	75	206	24,329	85	308	30,700	77	8,11,934	11,02,000	...	2,90,066
Burma	186	937	2,24,730	231	936	2,12,000	226	66,74,243	67,74,000	...	84,357
TOTAL	343	10,179	20,01,845	289	10,817	27,70,700	257	10,41,58,670	10,50,70,000	15,21,330	...
State lines worked by the State.											
Standard gauge—											
North Western (a)	236	2,886	7,35,379	234	2,886	6,68,000	231	2,85,30,438	2,08,30,000	10,90,568	...
Odish and Rohilkhand (incldg. the M. G. line)	103	871	1,94,253	222	1,003	1,92,000	181	72,45,643	82,15,000	9,69,356	...
Eastern Bengal (incldg. metro & a'g')	382	618	2,39,185	415	823	2,80,000	339	1,20,05,046	1,10,40,000	...	9,65,046
East Coast (b)	106	536	90,105	100	720	69,800	97	23,94,372	21,81,000	...	2,13,372
Special gauge—											
Jorhat	69	38	1,461	32	28	1,300	46	79,716	78,000	...	1,716
Chitra-Companyganj	44	...	(c)	...	...	500	63	1,04,357	(d) 5,400	...	1,143
TOTAL	335	5,143	11,58,385	364	5,470	12,11,600	221	5,11,68,905	5,29,56,000	17,87,033	...
Lines worked by guaranteed non-Assisted companies.											
Standard gauge—											
Great Indian Peninsula system	381	1,491	6,86,511	460	1,491	9,11,000	611	2,28,99,446	2,67,51,000	38,51,554	...
Bombay, Baroda and Central India	586	461	2,43,424	528	461	3,08,000	608	1,16,85,642	1,54,45,000	17,59,358	...
Madras	261	840	2,27,376	271	840	1,76,000	310	25,30,246	27,18,000	...	8,13,246
TOTAL	379	2,292	11,57,311	415	2,792	13,95,000	500	4,41,15,334	5,09,14,000	67,98,666	...
TOTAL (GUARANTEED AND STATE)	262	18,114	51,17,061	283	19,079	53,82,300	282	19,64,42,969	20,35,49,000	1,01,00,931	...
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	307	162	62,682	387	162	23,000	448	14,41,580	12,06,000	...	2,35,580
Tarakeswar	378	22	7,118	384	22	2,700	259	2,51,767	2,43,000	...	8,767
Southern Punjab (Delhi-Samana)	42	400	20,952	38	400	25,000	64	(f) 1,80,407	12,19,000	10,38,593	...
Tapti Valley	...	...	...	...	...	900	23	...	(g) 1,60,000	5,900	...
Metro gauge—											
Mycnangh-Jamapur-Jaganath-ganj	...	...	...	...	33	1,000	30	...	(h) 18,000	12,000	...
Rohilkund and Kumaon (Co's. assoc.)	121	66	5,133	78	66	6,700	102	3,43,079	3,94,000	48,929	...
Bengal Doonars	149	36	5,691	138	36	2,400	67	2,48,824	2,30,000	...	18,824
Dikru-Badiya	198	78	13,107	194	78	17,300	223	6,53,773	5,61,000	7,247	...
Ahmedabad-Parbhaji	45	33	2,633	48	33	2,000	53	(i) 79,430	1,33,000	51,570	...
Special gauge—											
Darjeeling-Himalayan	274	51	10,024	197	31	9,000	176	6,20,358	6,26,000	...	2,358
Bani	125	91	2,895	135	21	2,800	186	1,10,052	96,000	...	14,052
TOTAL	147	891	1,32,167	143	960	99,300	103	30,46,267	48,25,900	8,79,633	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Guna	26	74	1,918	20	74	6,600	89	80,388	1,25,000	41,612	...
Bhopal-Ujjain	61	114	10,128	89	114	10,500	92	2,89,072	3,57,000	67,928	...
Nagda-Ujjain	60	35	1,901	34	34	1,900	56	84,026	1,02,000	17,974	...
The Nizam's guaranteed state	111	334	77,658	232	334	76,500	299	29,81,613	32,29,000	2,47,387	...
The Cawkwar's Petlad	24	13	213	16	13	700	54	33,608	48,100	...	8,568
Kajpura-Bhatinda	122	100	20,151	187	100	11,700	103	5,76,831	5,23,000	...	46,831
Kolar-Gold-fields	408	10	3,843	384	10	3,300	330	1,71,045	1,06,000	...	5,045
Metro gauge—											
Yerravulur-Mysore Frontier section (incldg. M.-Nanjangud)	84	66	3,701	36	66	2,400	36	2,33,637	1,67,000	...	66,637
The Cawkwar's Mohsana	71	93	5,772	93	93	6,300	68	2,85,930	2,67,000	...	1,930
Kabhapur	57	29	1,466	51	29	2,100	72	72,914	66,100	...	6,814
Special gauge—											
The Cawkwar's Debhgi	51	29	3,111	39	29	3,300	42	1,72,961	1,78,000	5,039	...
Kajpura	11	19	50	3	19	600	32	3,965	9,300	3,535	...
Couch Babas	54	21	2,337	15	21	1,300	43	49,001	55,300	6,299	...
TOTAL	120	996	1,29,554	130	998	1,27,800	127	50,77,101	53,19,000	2,41,899	...
Lines owned and worked by native states.											
Metro gauge—											
Bhuvanagar-Gondal-Jungad-Perbandar	97	334	33,452	97	334	35,000	107	14,10,113	14,13,000	4,085	...
Jethal-Rajkot	38	46	3,300	71	46	3,600	78	1,67,996	1,48,000	...	19,996
Jamnagar	38	54	1,335	33	54	1,900	35	(j) 91,544	88,000	...	3,544
Dharsan	...	...	...	...	...	1,500	21	...	(k) 27,000	27,000	...
Jodhpore-Bikaner	62	364	21,631	59	407	37,600	92	9,73,783	12,02,000	2,28,207	...
Udaipur-Chitor	38	60	6,793	30	60	3,000	30	99,872	1,25,000	25,128	...
Special gauge—											
Mori	83	94	6,288	67	94	7,400	79	1,59,357	3,31,000	...	28,357
TOTAL	75	952	60,779	70	1,016	60,500	89	31,02,677	33,37,200	2,34,523	...
GRAND TOTAL	243	20,953	54,46,161	200	23,052	57,00,400	250	21,15,09,724	22,39,34,000	1,24,04,276	...

(8) Includes Tumkur and Kandrur and Hyderabad, Shalipalli etc.

(4) *Incubation Periods: 10 days or less.*

(၈) ဦးရေများကို စိတ်ချစွာ စောင့်ကြည့်ပါ။

(u) From 1st April to 10th June 1947.  
 (v) From 1st to 10th July 1947 and

10 From 1st November, 1969, to 31st January, 1970.

16. *Journal of the American Medical Association*, 1994; 271: 1025-1026.

(d) From 1st December, 1928, to 16th January, 1930

(A) From 12th October, 1964, to 20th January, 1965.  
(B) From 1st May, 1964, to 20th January, 1965.

(1) உள்ளூர் மக்கள் அல்லது உள்நாட்டு மக்கள் என்பது, இந்தியாவின் குடியிருப்பவர்களைக் குறிக்கிறது.

145 From 1st June, 1900, to 31st January, 1901.

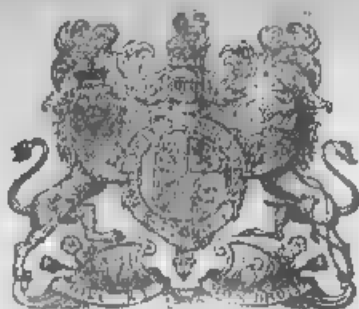
G. J. BURROCK 49

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SUPPLEMENT TO  
**The Gazette of India.**

No. 7.] CALCUTTA, SATURDAY, FEBRUARY 18, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully or manfully be known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, February 4th, 1899.**

Ordinary high pressure conditions obtained in Baluchistan and North-Western India at the commencement of the period under review, and weather was fine over the whole of that area. The pressure changes during the next two days were such as tended to accentuate these conditions, so that on the morning of the 31st a well marked anti-cyclone, in the central area of which pressure was two-tenths of an inch above the normal, overlay the whole of Baluchistan and North-Western and Central India. A brisk to rapid fall of pressure, however, occurred during the day in the central area of the anti-cyclone, which hence decreased considerably in intensity. The downward movement of the barometer continued during the next 24 hours in Baluchistan and North-Western India and a moderately deep cold weather depression formed in Upper Sind. The disturbance marched along the usual track of cold weather storms across Rajputana and filled up during the 3rd. Baluchistan obtained moderate general rain from the disturbance on the 2nd and 3rd and the North-West and Central Punjab light to moderate rain. Light to moderate snow fell in Kashmir and the interior ranges of the Punjab Himalayas on the 3rd. Weather improved rapidly in these areas during the 3rd, but only to become unsettled again on the 4th due to the formation of a fresh disturbance in Upper Sind similar in character to the previous.

Weather was settled throughout the week in the remainder of India with the exception of Bengal which was visited by a series of thunderstorms of moderate intensity on the afternoon of the last day of the preceding week.

The mean temperature conditions of the week approximated to the normal over a large part of the country. The only important features were a moderate



to considerable excess in North-Western India and a moderate deficiency in Assam and Orissa.

**Daily Summary.—Sunday, January 29th.**—Pressure had increased slightly to briskly in Rajputana, Central India, Berar, the Central Provinces and Chota Nagpur and fallen over the remainder of the Indian area. The fall was brisk in the submontane districts of North-Eastern India and slight elsewhere. Pressure was in moderate to considerable defect over the greater part of the Peninsula and approximately normal in Northern and Central India and Burma. Winds were generally from their normal cold-weather directions, but were lighter than usual on the Coromandel and Ceylon Coasts. The air was much drier than usual in North-Western and Western India. Skies were heavily clouded in Baluchistan and partially clouded in Southern India and Bengal. A series of thunderstorms of moderate intensity (in some cases with hail) had visited Chota Nagpur, South Bihar, South and East Bengal, Assam and Upper Burma. Temperature had increased in Mysore and Madras and fallen over the remainder of India. The variations of temperature from the normal were small and unimportant over by far the greater part of the country. Temperature was in considerable defect in Bihar, due chiefly to low day temperature and in moderate excess in Mysore due to high day temperature.

**Monday, January 30th.**—Pressure had decreased briskly to rapidly in Kashmir due to some local disturbance. Pressure had given way slightly in South India and Lower Burma and increased over the remainder of the country. The rise was brisk in Assam and East Bengal. The general pressure conditions differed little from the normal over the greater part of the country, the only important abnormal features being a slight to considerable deficiency in the southern half of the Peninsula and a slight to moderate excess in Upper India. Gradients were hence slightly above their normal strength. Winds were light and unsteady in Bengal. They had strengthened slightly in the Gangetic Plain and were also more westerly in direction than on the previous day. Skies were overcast in Kashmir and light snow had fallen in that area. Skies were heavily clouded in Ceylon and light rain had been received in that area. A rapid reduction of temperature had occurred in Bengal, Orissa and Chota Nagpur, and the mean temperature of the previous 24 hours was from  $2^{\circ}$  to  $3^{\circ}$  in defect of the normal in these areas. Temperature had on the other hand increased more or less rapidly in North-Western India, and was during the past day  $5^{\circ}$  above the normal in Sind and  $2^{\circ}$  in the Punjab. Temperature varied to no important extent from the normal in other districts.

**Tuesday, January 31st.**—Pressure had increased throughout the Indian area. The rise was rapid in Baluchistan, Kashmir and the Indus Valley, slight in Burma and North-Eastern India and brisk in the intervening area. Pressure continued slightly below the normal in South Madras and Ceylon, but exceeded the normal over the remainder of the country. The excess was large in Baluchistan and Upper India where it was most marked. Very strongly pronounced anti-cyclonic conditions hence obtained in India, the total range of pressure in that area being about a fifth of an inch greater than the normal. The wind circulation was of the usual cold-weather type. Unusually strong winds prevailed in Coorg, Mysore and the West Deccan, where gradients were steepest. Thus the velocity at 8 A.M. was at the rate of 36 miles per hour at Belgaum and 24 miles per hour at Mercara. The air was generally drier. Skies had cleared in Kashmir and were now serene over the whole of the country with the exception of the south of the Peninsula where they were slightly clouded. Light snow had fallen in Kashmir. A brisk to rapid rise of temperature had occurred in the North-Western Provinces, Rajputana, Gujarat, the West Coast, the Bombay Deccan and Chota Nagpur, and a slight fall in Berar, the Central Provinces and Southern India. The mean temperature of the previous 24 hours was in moderate defect in Bengal, Assam and Orissa, in considerable excess in North-Western India, the North-Western Provinces and the Madras Coast. The excess was exhibited more largely in the day than in the night temperature in the area of increased temperature. In the area of diminished temperature on the other hand the night temperature was more largely in defect than the day temperature.



*Wednesday, February 1st.*—Pressure was steady in the Peninsula and continued normal in Southern India and in slight excess in the Deccan. Pressure had given way over the remainder of the Indian area except locally in Kashmir where it had increased slightly to rapidly. The decrease was brisk in Baluchistan, the South Punjab and the North-Western Provinces and rapid in the North and East Punjab. The chief effect of these changes was to reduce considerably the excess of pressure prevailing in North-Western India and Baluchistan on the previous day. The air movement in the plains of India was similar in character to that of the previous day. Winds had strengthened rapidly in the Upper India hill districts and were blowing strongly from north. They were strongest in that area at Cherat where their velocity at 8 A.M. was at the rate of 40 miles per hour. The air was considerably drier in Upper India, more especially in the hill districts where humidity had fallen very rapidly with the prevalence of northerly winds. The percentage of humidity at 8 A.M. on this day was only 14 at Murree, 16 at Chakrata, 22 at Mussoorie and 23 at Simla. Cloud was commencing to form in Baluchistan. Skies were moderately clouded in Southern India and clear in the remainder of India. No rain had fallen anywhere beyond light local showers at Tinnevely and Darjeeling. Temperature had increased rapidly in Baluchistan and was 8° above the normal during the previous 24 hours. The distribution of temperature with respect to the normal was unchanged in India and Burma.

*Thursday, February 2nd.*—A rapid decrease of pressure had occurred in Baluchistan, Sind and the neighbouring districts of the Punjab and Rajputana, and a moderately deep depression in which pressure was upwards an eighth of an inch in defect of the normal had formed in Upper Sind. Pressure had increased briskly to rapidly in the submontane and hill districts of Northern India, North Bengal, Upper Assam and Upper Burma and was now in moderate to considerable excess. The barometric changes were small in the remainder of India and Burma and produced no important change in the relative distribution of pressure. Winds had under the influence of the depression in Upper Sind shifted round to cyclonic directions in the Punjab, North-West Rajputana, Lower Sind and Cutch and were intensifying rapidly on the Sind and Cutch coasts. Winds had diminished in strength in the hill districts and were now light and unsteady. The air was considerably damper in Baluchistan and North-Western and Central India. Skies were overcast in Baluchistan, the North Punjab and Kashmir, and were clouding over in the remainder of North-Western India. Light to moderate rain had fallen in Baluchistan. A further and very rapid rise of temperature had occurred in Baluchistan and a rapid rise in Sind and the Punjab. The mean temperature of the past day was 16° above the normal at Quetta, 8° in Sind, 4° in the Punjab and Rajputana and 3° in Gujarat and the West Coast. It was on the other hand from 2° to 3° below the normal in Burma, North-Eastern India and the North and West Deccan.

*Friday, February 3rd.*—Pressure had recovered rapidly to very rapidly in Baluchistan, Upper Sind, the West Punjab and West Rajputana, and the depression which lay in Upper Sind on the previous day had advanced into Central Rajputana and practically filled up. Pressure had given way slightly to briskly in Kashmir where conditions remained feebly disturbed. The barometric changes were small and unimportant in the remainder of India. Pressure was again in considerable to large excess in Baluchistan, Upper Sind and the North-West Punjab, in moderate excess in the Gangetic Plain and approximately normal elsewhere. Moderately strong north-west winds obtained in the North and Central Punjab. Winds were light and irregular in Northern and Central India where pressure was remarkably uniform. The air was much damper in the Punjab and the North-Western Provinces and considerably drier in Southern India and the South Deccan. Light to moderate rain had occurred in Baluchistan and the North and Central Punjab, but skies were now clearing in that area. Light to moderate snow had fallen in Kashmir and light snow in the interior of the Simla hills down to about 8,500 feet. A cool wave was affecting Baluchistan, Sind and the Punjab and causing a very rapid reduction of temperature.

*Saturday, February 4th.*—Pressure had increased locally in Kashmir and Southern India and had fallen over the remainder of the Indian region. The



fall was rapid to very rapid in Baluchistan, Upper Sind, the Punjab and the North-Western Provinces and brisk over the remainder of Northern and Central India and Upper Burma. Pressure was in moderate to considerable defect over the whole of North-Western India, the deficiency being greatest in Upper Sind where it was a tenth of an inch in amount. Pressure was approximately uniform in the Indian area and winds were generally light. Skies were more or less heavily clouded in Baluchistan and North-Western India, and there was a marked tendency to the formation of a cold-weather depression in Upper Sind. A very rapid rise of temperature had occurred in Baluchistan and a brisk rise in North-Western India and the mean temperature of the previous 24 hours was  $10^{\circ}$  higher than usual at Quetta,  $7^{\circ}$  in Rajputana,  $4^{\circ}$  in the Punjab, Gujarat and Central India and  $3^{\circ}$  in the North-Western Provinces. Temperature was on the other hand in large defect in Mysore and in moderate to considerable defect in Madras and Orissa. Elsewhere the departures from the normal temperature conditions were small.

**Temperature.**—The mean temperature conditions of the week differed to no large extent from the normal over a large part of the country. The only important features were a moderate to considerable excess in North-Western India and a moderate defect in Assam and Orissa. In all other districts the average mean temperature of the week was practically normal.

The mean temperature of India and Burma averaged  $0.1^{\circ}$  above the normal for the week and was hence practically normal.

The following table gives temperature variation data of the week:—

Province.	Variation from normal of mean temperature of 24 hours preceding 8 a.m. of date—							Mean variation of week.
	29th January.	30th January.	31st January.	1st February.	2nd February.	3rd February.	4th February.	
Burma	0	0	0	0	0	0	0	0
Assam	+0.3	+0.7	-0.4	-2.3	-2.5	-2.5	-0.4	-1.0
Bengal	-1.1	-0.6	-2.9	-2.4	-3.2	-1.8	-0.6	-1.8
Orissa	+0.6	-2.2	-2.7	-2.0	-2.1	-1.8	-0.3	-1.5
Bihar	+1.8	-1.8	-2.4	-2.5	-2.6	-3.7	-3.6	-2.1
Chota Nagpur	-3.3	-2.1	-1.8	-0.5	-0.3	-0.1	-0.6	-1.2
North-Western Provinces and Oudh	+0.1	-3.0	-1.2	-0.1	-2.3	-2.9	-1.3	-1.5
Punjab	-0.4	-0.3	+2.2	+2.1	-0.2	+0.7	+2.7	+1.0
Sind	-0.6	+1.8	+2.3	+0.8	+4.1	+2.3	+3.6	+2.0
Rajputana	+0.9	+4.9	+3.6	+4.4	+7.5	+4.0	+2.8	+4.0
Gujarat	+1.3	+1.2	+4.4	+3.8	+3.7	+5.8	+6.5	+3.8
Central India	-1.8	-0.2	+2.5	+2.1	+3.4	+3.6	+4.0	+1.9
Central Provinces	+0.6	-0.8	-1.0	+1.2	+0.3	+1.5	+4.0	+0.8
Berar	+1.5	-0.4	-1.8	-2.8	-2.4	-1.2	-1.4	-1.2
West Coast	+0.4	+1.3	-0.6	-2.9	-3.2	+1.4	+0.4	-0.5
Bombay Deccan	-1.7	-1.1	+1.6	+3.6	+3.4	+2.9	+2.2	+1.6
Mysore	-1.9	-1.7	+1.4	-0.4	-2.2	+0.2	-0.7	-0.8
Madras Coast	+2.6	+0.9	-1.7	-2.3	-0.6	-3.2	-5.3	-1.4
Madras Deccan	-0.1	+1.5	+2.2	+0.9	-0.3	-1.2	-2.2	+0.1
South India	-0.1	+1.4	+0.4	-0.5	-0.6	-2.1	-3.0	-0.6
	+1.0	+1.0	-0.6	-0.6	+0.6	-1.2	-2.9	-0.4
Mean for whole of India	0	0	+0.2	0	0	0	+0.2	+0.1

**Rainfall.**—The precipitation during the week under review was confined to the following three areas:—

- (1) Bengal and Assam.
- (2) Baluchistan and the Punjab.
- (3) South Madras and Malabar.

The rainfall in the first of these areas was due to the occurrence of a series of thunderstorms on the afternoon of the last day of the previous week and



was fairly general, the whole of the province with the exception of Orissa, North Bengal and North Bihar obtaining light to moderate amounts. The total fall of the week in this area ranged from an average of 0·11 inch in Assam Brahmaputra, to 0·47 inch in Central Bengal, and exceeded the normal by very small amounts in Assam Surma, Central Bengal, Chota Nagpur and South Bihar.

In the second area the precipitation was due to the formation of a cold weather storm in Upper Sind and occurred on the last three days of the week. The total fall of the week was very slightly greater than the normal in Baluchistan, the North and West Punjab, and less than the small normal of the period in the Central and Submontane Punjab.

In Malabar and South Madras the rainfall was due to thunderstorms and was light and local.

The more noteworthy totals recorded during the week at individual rain-gauge stations were as follows :—

	Inches.
Agasteeswaram (Trivandrum) . . . . .	2·35
Gujranwala (Sudder Station) . . . . .	1·63
Jagadhri (Umballa) . . . . .	1·48
Rampur Hat (Birbhum) . . . . .	1·31

The rainfall of the week has made no important change in the chief features of the distribution of the seasonal rainfall beyond reducing to some extent the amount of deficiency in Baluchistan and parts of the Punjab.



Province.	Division.	RAINFALL DATA FOR WEEK ENDING FEBRUARY 4TH, 1899.			RAINFALL DATA FROM JANUARY 1ST TO FEBRUARY 4TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to Febru- ary 4th, 1899.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim	0	0.03	-0.03	0	0.03	-100
	2. Lower Burma Deltaic.	0	0.15	-0.15	0	0.21	-100
	3. Central do.	0	0.08	-0.08	0	0.12	-100
	4. Upper do.	0.03	0.02	+0.01	0.12	0.17	-29
	5. Arakan	0	0.07	-0.07	0	0.12	-100
	6. Eastern Bengal	0.19	0.21	-0.02	1.25	0.73	+71
	7. Assam Surma	0.39	0.31	+0.08	0.95	0.93	+2
	8. Do. Hills	0.19	0.26	-0.07	0.88	1.02	-14
	9. Do. Brahmaputra	0.11	0.24	-0.13	0.84	1.12	-25
	10. Deltaic Bengal	0.19	0.19	0	0.90	0.62	+45
BENGAL AND ASSAM	11. Central do.	0.47	0.13	+0.34	1.02	0.52	+212
	12. North do.	0.02	0.19	-0.17	0.73	0.58	+20
	13. Bengal Hills	0.29	0.33	-0.04	1.04	1.00	+4
	14. Orissa	0	0.19	-0.19	0.04	0.48	-92
	15. Chota Nagpur	0.29	0.10	+0.19	1.02	0.74	+38
	16. South Bihar	0.24	0.15	+0.09	1.88	0.71	+165
	17. North do.	0	0.13	-0.13	1.12	0.69	+62
	18. North-Western Provin- ces East	0	0.11	-0.11	1.11	0.61	+73
	19. South Oudh	0	0.08	-0.08	0.87	0.77	+13
	20. North do.	0	0.15	-0.15	0.80	0.88	-9
NORTH-WESTERN PROVINCES AND OUDH.	21. North-Western Provin- ces Central	0	0.07	-0.07	0.22	0.60	-63
	22. North-Western Provin- ces West	0	0.13	-0.13	0.06	0.63	-90
	23. North-Western Provin- ces East Submun- tane	0	0.09	-0.09	1.00	0.60	+67
	24. North-Western Provin- ces West Submun- tane	0	0.37	-0.37	0.33	1.49	-78
	25. North-Western Provin- ces Hills	0	0.67	-0.67	1.20	2.58	-53
	26. South-East Punjab	0	0.23	-0.23	0.02	0.82	-94
	27. South do.	0	0.14	-0.14	0	0.74	-100
	28. Central do.	0.20	0.32	-0.12	0.31	1.36	-77
	29. Punjab Submontane	0.15	0.38	-0.23	0.15	1.64	-85
	30. Do. Hills	0.03	0.81	-0.78	0.79	3.40	-77
PUNJAB	31. North Punjab	0.56	0.44	+0.12	0.57	1.97	-71
	32. West do.	0.17	0.13	+0.04	0.17	0.55	-69
	33. Malabar	0.10	0.09	+0.01	0.23	0.36	-36
	34. Madras South-Central	0	0.01	-0.01	0	0.23	-100
	35. Coorg	0	0.04	-0.04	0	0.31	-100
	36. Mysore	0	0.01	-0.01	0	0.08	-100
	37. Honkan	0	0	0	0	0.13	-100
	38. Bombay Deccan	0	0	0	0	0.07	-100
	39. Hyderabad North	...	...	...	...	...	...
	40. Kandesh	0	0	0	0	0.11	-100
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	41. Berar	0	0.01	-0.01	0	0.33	-100
	42. Central Provinces West	0	0.08	-0.08	0	0.52	-100
	43. Central Provinces Cen- tral	0	0.13	-0.13	0.02	0.63	-97
	44. Central Provinces East	0	0.17	-0.17	0.02	0.57	-96
	45. Gujarat	0	0	0	0	0.07	-100
	46. Kathiawar	0	0.03	-0.03	0	0.03	-100
	47. Sind	0	0.18	-0.18	0	0.40	-100
	48. Baluchistan Hills	0.62	0.58	+0.04	0.62	2.34	-74
	49. Central India East	0	0.04	-0.04	0.11	0.46	-76
	50. Rajputana East, Cen- tral India West	0	0.03	-0.03	0	0.25	-100
RAJPUTANA AND CENTRAL INDIA	51. West Rajputana	0	0.05	-0.05	0	0.30	-100
	52. East Coast North	0.02	0.02	0	0.04	0.20	-80
	53. A. Do. do. (a)	0	0	0	0	0.09	-100
	54. Hyderabad South	0	0.08	-0.08	0	0.20	-100
	55. Madras Central	0	0.01	-0.01	0	0.06	-100
	56. East Coast Central	0	0.04	-0.04	0.01	0.41	-98
	57. Do. South	0	0.14	-0.14	0.21	0.02	+96
	58. Madras South	0.13	0.11	+0.02	0.40	0.71	-44
	59. Madras South	0.13	0.11	+0.02	0.40	0.71	-44

HEM RAJ,

Off. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 9th February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 11th February.*—Some rain fell in the southern districts, Coimbatore and South Arcot. The water-supply is generally sufficient. Some sowings under irrigation are being made. The standing crops are generally in fair condition. The harvest is yielding almost the normal outturn. Pasturage is scarce, but fodder is generally sufficient. Prices are almost stationary in the Circars and the southern districts and are falling elsewhere.

**Bombay.**—*For week ending 15th February.*—Slight rain fell in parts of Shikarpur, Khandesh, Sholapur and Dharwar. The standing crops have been damaged by frost in parts of Sind, by white ants in one taluka of Thar and Parkar, by rats in one of Bijapur and by drought in one of the Upper Sind Frontier, and one of Poona. The reaping of the late crops is progressing in thirteen and preparations for next season are being made in seven districts. Cotton-picking continues in parts of Gujarat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock is healthy except in parts of two districts. Prices have risen in six and fallen in four districts.

**Bengal.**—*For week ending 13th February.*—Rain fell generally in Bihar and in some parts of Bengal Proper and Chota Nagpur during the week. The rain is reported to have been generally beneficial, but in Shahabad and Monghyr, where it was accompanied by hail, some damage has been done to the spring crops. These crops are maturing and some are being harvested. The pressing of sugarcane is still proceeding. The general prospects of the poppy crop in Bihar are favourable except in the Siwan Sub-Agency, where considerable damage is reported to have been done by blight. The transplantation of spring rice is still going on, and the ploughing for autumn rice and jute is in progress. Cattle are generally in good condition. No important change is reported in the price of common rice.

**North-Western Provinces and Oudh.**—*For week ending 15th February.*—The rainfall during the week has been almost general: it was accompanied in parts by hail which, however, has done little or no damage. The standing crops have been benefited by the rain and are thriving. Pressing of sugarcane continues. Prospects are favourable. Markets are well supplied. Fodder is sufficient. Prices are stationary or rising.

**Punjab.**—*For week ending 15th February.*—Rain has fallen during the week in Ferozepore, Multan, Sialkot, Shahpur, Rawalpindi, Peshawar and Dera Ismail Khan; but more is wanted urgently in most districts. Sugarcane-pressing continues in some districts. The standing crops are being irrigated and are generally reported to be in good condition: their prospects have been improved by the recent rain. The crops on unirrigated areas are suffering from drought in Delhi. Crops have been damaged by caterpillars in parts of Ferozepore. Cattle are generally in good condition. Fodder is said to be sufficient in all districts, except in Delhi, Umballa and Shahpur. Prices, especially of wheat, are rising in Delhi and Dera Ismail Khan, falling in Umballa, Jullundur, Sialkot, Rawalpindi and Peshawar and are unchanged elsewhere. Wheat is selling from 15 to 20½, gram 20½ to 24, barley 32, bulrush millet 19 to 24, maize 25 to 32, great millet 25, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 14th February.*—The weather is occasionally cloudy, the nights and mornings being cool and pleasant, but the



days are gradually growing warm. Slight showers of rain fell during the week in almost every district of the Provinces and may benefit the late sowings in Mandla, but in Hoshangabad and Betul the rain has done some damage to the standing crops. The prospects of the winter crops are fair to good in all districts, except in Hoshangabad, Saugor and the northern half of Damoh, where they are poor to gloomy. Hail storms have damaged the standing crops in parts of Seoni and Saugor; the damage in the Saugor and Khurai tahsils in the latter district being considerable. Some damage through blight is also reported from Betul and through the recent cloudy weather from Bhandara. The reaping and threshing of the autumn crops have almost been completed. Pressing of sugarcane continues. The reaping of winter crops has begun. Employment for agricultural labour is still scarce in Damoh. Prices are rising slowly. The cheapest prices are—wheat 18, gram 30, rice 24, and *juar* 29 seers per rupee. The dearest prices are—wheat 11, gram 14, rice 11, and *juar* 20 seers per rupee.

**Burma.**—*For week ending 11th February.*—In Lower Burma threshing and winnowing operations are approaching completion everywhere. In Upper Burma prospects of the standing crops continue generally favourable. The price of paddy has risen slightly in Rangoon, Thongwa, Henzada, Amherst, and Shwebo; considerably in Bassein and Mandalay; whilst it has fallen slightly in Prome and Thayetmyo. Prices are stationary elsewhere.

**Assam.**—*For week ending 14th February.*—Slight rain is reported to have fallen in almost all districts. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the sugarcane, mustard and pulse crops are generally good. Land is under preparation for the sowing of early rice. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills and in parts of Sylhet. Prices—common rice, Silchar 15 to 15½, Dhubri and Gauhati 16, Teapuri and Sibsagar 13, and Nowgong 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 15th February.*—**MYSOORE:** Prospects are fair. Paddy has been harvested in parts of Bangalore, Kolar, Tumkur, and Mysore. Prices have risen slightly in Bangalore and Mysore and fallen in Kolar, Hassan, Kadur, and Chitaldrug.

**COORG:** Rainfall '95. The threshing of rice and coffee-picking continue. Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 15th February.*—**BERAR:** The weather is cool with occasional clouds. Harvesting of the winter crops continues. Land is being prepared for the ensuing rain crops. Fodder is reported to be insufficient in the Murtizapur taluka. A scarcity of water prevails in parts of the Akola and Amraoti districts. Prices are almost stationary.

**HYDERABAD:** No rain fell during the week. The sowing of winter rice continues. Prices are almost stationary. Prices—wheat 9½, coarse rice 10½ and *jowari* 21½ seers per current sicca rupee.

**Central India.**—*For week ending 15th February.*—Slight rain fell in Bundelkhand during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops have been damaged by frost in Gwalior, Bundelkhand, Baghelkhand and Malwa. Agricultural stock and pasturage are in good condition. Prices have fallen slightly but are still above the normal in Bundelkhand and normal elsewhere. The condition of opium is good in Gwalior and Bhopal and fair in Malwa.

**Rajputana.**—*For week ending 15th February.*—Slight rain fell in Dholepur and showers in three tehsils of Ulwar, but none elsewhere. Irrigation of crops continues. The state of the crops is generally good, but they have been slightly damaged by frost in a few villages of Ajmere. Wheat is suffer-



ing from blight in Kotah. Cattle are generally in good condition. Fodder is still scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore, and Bikaner. Prices are rising in four States, falling in Meywar and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 170 persons emigrated during the week. The total emigration up to date amounts to 4,084 persons. The numbers employed on relief works were—3,440 in Merwara and 1,049 in Marwar. Prices—Ajmere 20, Beawar 22, and Marwar 14½ seers per rupee.

**Kashmir.**—*For week ending 14th February.*—The weather is snowy and cloudy. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:**—*For week ending 15th February.*—Slight rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary.

**Nepal.**—*For week ending 11th February.*—Rainfall 0·49. Prospects of the wheat crop are good. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 5TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 4TH FEBRUARY, 1899.**

*N.B.—As regards the figures in column Total Earnings from 1st January 1899, audited figures have been used, as far as possible.*

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 5TH FEBRUARY, 1898.				WEEK ENDING 4TH FEBRUARY, 1899.				Earnings from 1st January to 5th February, 1898.	Earnings from 1st January to 4th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	604	1,140	12,35,580	730	1,246	13,13,000	751	62,38,696	61,73,000	...	1,1,5,696	...	
Bengal Central	163	125	20,733	238	125	19,100	153	1,07,076	1,00,000	...	1,07,076	...	
Bengal-Nagpur	181	861	1,54,357	174	1,185	1,89,000	159	7,10,630	8,05,000	1,54,330	...	...	
Indian Midland (including Bhopal-Allahabad)	171	751	1,22,131	163	868	1,46,000	168	6,76,200	7,16,000	39,800	...	...	
Bombada Estn. (East Coast State)	191	21	3,036	146	21	3,300	157	17,173	13,200	...	3,873	...	
Madras-Eroor sec. (Bombada-Mad.)	149	9	818	91	9	700	78	4,036	3,700	...	336	...	
Metro gauge—													
Kajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,27,134	235	1,815	4,97,000	274	21,26,089	24,13,000	2,76,911	...	...	
Palampur-Dooma	44	17	388	23	17	300	29	2,319	3,300	881	...	...	
South Indian	161	1,044	1,52,310	146	1,023	1,42,000	139	7,59,588	7,00,000	...	59,588	...	
Méyavaram-Motupet	88	54	4,490	23	54	3,800	70	20,095	19,600	...	495	...	
Southern Mahratta (inclgd. G.-M. Iron sec.)	103	1,165	92,521	70	1,165	1,04,000	89	4,97,184	4,77,000	...	20,184	...	
Mysore section (Southern Mahratta)	107	260	31,728	106	260	22,300	73	1,73,962	95,300	...	78,662	...	
Bengal and North-Western system	163	827	1,45,325	164	938	1,55,000	167	6,88,073	6,78,000	...	10,073	...	
Lucknow-Bareilly	106	231	23,076	100	231	26,000	113	1,18,081	1,12,000	...	6,081	...	
Assam-Bangal	90	286	21,739	76	308	32,000	80	1,21,079	1,62,000	40,921	...	...	
Burma	225	930	2,37,764	251	930	1,95,000	213	11,50,748	9,91,000	...	1,59,748	...	
TOTAL	266	10,178	20,66,987	202	10,217	26,52,700	264	1,34,71,825	1,34,08,000	...	63,825	...	
State lines worked by the State.													
Standard gauge—													
North-Western (a)	287	2,380	8,32,278	288	2,866	7,40,000	256	38,34,228	31,64,000	...	4,70,228	...	
Oudh and Rohilkhand (inclgd. the m. g. line)	217	873	1,88,008	215	1,013	2,09,000	206	9,83,112	10,06,000	22,888	...	...	
Eastern Bengal (inclgd. metro & g.)	219	818	2,50,281	304	818	2,37,000	287	13,75,528	12,04,000	...	1,71,528	...	
East Coast (b)	116	530	57,771	108	720	62,100	68	3,04,650	3,03,000	...	1,650	...	
Special gauge—													
Jorhat	60	28	1,300	46	28	1,900	68	9,810	9,700	...	110	...	
Cherra-Companyganj	20	...	(c)	...	20	400	30	(c)	3,600	3,600	...	...	
TOTAL	261	5,442	12,75,389	207	5,480	12,51,400	226	67,07,198	58,89,500	...	8,17,698	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	7,11,295	477	1,491	9,26,000	621	34,22,472	43,99,000	5,76,528	...	...	
Bombay, Baroda and Central India	775	461	2,54,204	551	461	3,27,000	709	12,56,939	13,71,000	2,93,061	...	...	
Madras	258	840	9,03,629	242	840	1,73,000	206	10,56,913	8,50,000	...	2,06,913	...	
TOTAL	420	2,292	11,04,680	419	2,292	14,26,000	511	57,36,344	67,99,000	10,62,656	...	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	18,113	32,12,064	268	14,034	35,30,100	290	8,59,15,376	2,61,50,300	2,40,930	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	217	162	35,027	216	162	23,600	146	2,33,667	1,24,000	...	1,09,667	...	
Takror	320	32	7,519	342	23	0,200	282	34,016	28,300	...	5,716	...	
Southern Punjab (Delhi-Samudra)	75	400	14,183	33	400	21,800	55	97,001	1,18,000	20,999	...	...	
Tapti Valley	...	...	...	...	36	1,200	33	...	4,400	4,400	...	...	
Metro gauge—													
Mysore-Mysore-Jagannath-ganj	...	...	...	...	33	1,000	30	...	4,800	4,800	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	137	66	4,874	74	66	5,200	79	25,098	27,600	2,702	...	...	
Bengal Doonars	106	26	2,495	69	26	2,500	60	18,609	13,200	...	5,409	...	
Dibrui-Sadiya	200	28	13,337	174	78	14,300	183	75,543	79,800	4,257	...	...	
Ahmedabad-Paritaji	59	55	2,207	41	55	2,000	55	12,629	10,000	3,629	...	...	
Special gauge—													
Darjeeling-Himalayas	266	51	2,142	170	51	10,000	196	49,951	42,000	...	7,951	...	
Bam	156	21	2,933	140	21	3,600	171	16,202	16,700	498	...	...	
TOTAL	123	891	91,977	103	960	92,400	96	5,62,776	4,75,000	...	87,776	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Coona	31	74	2,688	36	74	5,300	84	11,468	27,300	15,712	...	...	
Bhopal-Ujjain	76	114	2,447	74	114	12,800	112	44,360	53,800	9,440	...	...	
Nagda-Ujjain	86	33	2,935	24	34	1,800	53	9,597	8,600	...	997	...	
The Nizam's guaranteed state	325	334	73,760	227	334	93,300	279	3,00,073	3,71,000	4,027	...	...	
The Guckwar's Peikad	70	13	344	26	13	800	62	1,903	2,000	1,097	...	...	
Kajpura-Bisalinda	140	108	12,280	114	108	9,000	92	76,499	52,300	...	24,199	...	
Kolar Gold-fields	408	10	3,339	334	10	3,400	340	17,521	17,200	...	321	...	
Metro gauge—													
Yerranipur-Mysore Frontier secti (inclgd. M.-Nanjangad)	71	66	4,199	63	66	2,700	41	22,227	13,400	...	8,827	...	
The Guckwar's Mehmna	81	93	5,393	68	93	6,100	66	30,010	29,300	...	710	...	
Kolhapur	53	89	1,250	47	29	2,000	69	5,050	8,400	3,350	...	...	
Special gauge—													
The Guckwar's Dabhol	58	79	3,705	47	79	4,200	53	15,628	16,600	972	...	...	
Kajpura	13	19	70	4	19	500	20	330	1,600	1,270	...	...	
Couch Behar	63	22	1,126	31	25	1,500	60	2,203	6,300	...	4,097	...	
TOTAL	133	990	1,22,525	123	996	2,45,200	145	6,09,803	6,09,600	...	203	...	
Lines owned and worked by native states.													
Metro gauge—													
Bhavangar-Gondal-Junagad-Port-bandar	136	334	30,933	93	334	38,000	114	1,53,349	1,68,000	4,651	...	...	
Jamnal-Kajkol	80	46	3,727	81	46	2,100	67	17,059	16,800	...	259	...	
Jamnagar	38	34	1,729	33	34	2,200	41	8,797	9,500	703	...	...	
Udrangad	...	...	...	...	21	1,200	62	...	5,800	5,800	...	...	
Jodhpure-Bickaneer	66	366	24,340	67	407	40,700	100	1,13,831	1,00,000	...	13,831	...	
Godavari-Chitor	43	60	1,253	32	60	2,600	43	9,120	13,400	4,280	...	...	
Special gauge—													
Morvi	82	94	6,283	67	94	7,600	81	31,570	35,800	4,230	...	...	
TOTAL	86	932	69,189	73	4,016	98,800	94	3,46,320	4,42,300	65,980	...	...	
GRAND TOTAL	273	20,952	34,04,455	262	22,003	38,01,300	266	7,74,34,215	2,76,23,200	2,48,715	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Sherapur rly.

(b) Includes Bombada-Madras rly.

(c) Used for traffic.

W. J. McELHINNY, Capt., R.E.

Offg. Under Secretary to the Govt. of India.

Calcutta, the 17th February, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLIII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in columns *Total Earnings* from 1st April, 1898, audited figures have been used, so far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 31st FEBRUARY, 1898.				WEEK ENDING 4th FEBRUARY, 1899.				Earnings from 1st April, 1897, to 5th February, 1898.	Earnings from 1st April, 1898, to 4th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Rs. per mile open.		Total.	Rs. per mile open.						
State lines worked by companies.													
Standard gauge—		Miles.	Rs.	Rs. per mile open.	Miles.	Rs.	Rs. per mile open.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East India	554	1,740	12,35,320	710	1,745	13,13,000	752	4,95,91,090	5,00,46,000	4,54,030	...	...	...
Bengal Central	183	123	2,97,313	228	123	19,100	152	10,20,207	6,61,000	...	...	1,55,208	...
Bengal-Nagpur	139	802	1,50,357	174	1,186	1,83,000	159	49,75,923	57,28,000	7,52,077	...	...	...
Indian Midland (including Bhopal-Itarsi)	155	752	1,22,131	162	268	1,46,000	108	51,48,928	52,47,000	98,072	...	...	...
Beawada extn. (East Coast State)	255	21	3,056	146	21	3,300	137	1,35,677	1,28,000	...	...	7,677	...
Madras-Kannur sec. (Beawada-Mad.)	135	9	818	91	9	700	78	42,714	34,200	...	...	15,514	...
Metre gauge—													
Rajputana-Malwa (inclg. G.-R.-Nagda)	810	1,815	4,77,154	235	1,815	4,97,000	274	1,65,57,970	1,92,53,000	26,95,030	...	...	...
Palampur-Deesa	44	17	388	23	17	500	89	34,786	34,000	...	...	786	...
South Indian	266	1,042	1,52,310	146	1,023	1,42,000	132	77,67,116	71,53,000	...	...	6,14,116	...
Mayavaram-Matupet	92	54	4,490	83	54	3,800	70	2,24,654	2,09,000	...	...	15,654	...
Southern Mahratta (inclg. G.-M. Frodo. sec.)	213	1,165	92,521	79	1,165	1,04,000	89	59,55,579	45,47,000	...	...	13,88,579	...
Mysore section (Southern Mahratta)	123	296	31,228	106	296	22,300	75	16,64,627	10,78,000	...	...	5,86,627	...
Bengal and North-Western system	147	827	1,35,345	164	938	1,55,000	167	52,42,679	54,00,000	1,87,321	...	...	...
Lucknow-Bareilly	81	231	23,076	100	231	20,000	113	7,30,135	8,07,000	1,36,865	...	...	...
Amar-Bareilly	73	236	21,726	76	368	32,000	80	8,33,670	11,34,000	3,00,330	...	...	...
Burma	186	936	2,27,164	252	936	1,99,000	213	69,21,007	69,76,000	49,000	...	...	...
TOTAL	243	10,170	26,60,987	263	10,817	28,52,700	264	10,08,25,637	10,07,13,200	18,69,543	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	8,32,278	288	2,886	7,40,000	256	2,95,77,992	3,12,70,000	18,92,008	...	...	...
Oudh and Rohilkhand (inclg. the m.g. line)	165	875	1,88,008	215	1,013	2,09,000	206	74,23,650	84,19,000	9,85,350	...	...	...
Eastern Bengal (inclg. metre & 2' 6")	369	818	2,06,282	262	825	2,87,000	287	1,32,01,928	1,21,93,000	...	...	10,08,928	...
East Coast (b)	106	536	57,721	108	720	63,100	88	24,51,993	22,44,000	...	...	2,07,993	...
Special gauges—													
Jorhat	69	28	1,300	46	28	1,900	68	87,016	80,500	...	...	316	...
Cherra-Compassganj	44	...	(c)	...	8	400	50	(d) 4,357	(e) 3,800	...	...	457	...
TOTAL	225	5,143	13,71,359	267	5,480	12,51,400	248	5,25,59,836	5,42,10,300	16,59,464	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,11,795	477	1,491	9,26,000	621	2,28,11,241	2,06,66,000	60,54,759	...	...	...
Bombay, Baroda and Central India	586	461	2,54,204	551	461	3,27,000	709	1,19,39,846	1,38,02,000	18,62,154	...	...	...
Madras	261	840	2,03,659	242	840	1,73,000	306	97,53,935	86,91,000	...	...	8,42,935	...
TOTAL	379	2,792	11,69,658	439	2,792	13,26,000	511	4,54,85,022	5,23,59,000	70,78,928	...	...	...
TOTAL (GUARANTEED AND STATE)	262	18,113	32,12,264	298	19,089	35,30,100	290	40,66,01,515	41,53,24,500	1,00,72,928	...	...	...
Associated companies.													
Standard gauge—													
Delhi-Una-Balla-Kalka	207	263	35,027	216	162	23,600	146	14,76,697	12,30,000	...	...	2,46,697	...
Tarapur	278	37	7,519	342	37	6,200	282	2,59,286	2,48,000	...	...	11,286	...
Southern Punjab (Delhi-Samaita)	42	400	14,183	35	400	21,800	55	(f) 2,00,642	12,41,000	10,40,358	...	...	...
Tapti Valley	...	...	...	...	36	1,200	33	...	(g) 7,700	7,200	...	...	...
Metre gauge—													
Mymensingh-Jamshpur-Jaganath-ganj	...	...	...	...	33	1,000	30	...	(h) 13,100	13,100	...	...	...
Ronikhand and Kumao (C.W. sec.)	121	66	4,874	74	66	5,200	79	3,49,943	4,00,000	50,055	...	...	...
Bengal Dooars	149	36	2,435	69	36	2,500	69	2,51,319	2,33,000	...	...	18,319	...
Dibrugarh	198	78	13,537	174	78	14,300	183	6,67,310	6,70,000	8,690	...	...	...
Ahmedabad-Pariketi	45	55	2,207	41	55	3,000	55	(i) 81,097	1,38,000	54,303	...	...	...
Special gauges—													
Darjeeling-Himalayan	274	51	9,742	179	51	10,600	196	6,38,500	6,36,000	...	...	2,500	...
Birat	125	21	2,935	140	21	3,600	173	1,12,990	99,600	...	...	13,390	...
TOTAL	147	891	91,077	103	960	92,400	90	40,38,290	40,19,900	8,81,604	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guwa	26	74	2,688	36	74	6,300	84	83,076	1,28,000	44,924	...	...	...
Bhopal-Ujjain	61	114	8,467	74	114	12,800	112	2,97,559	3,06,000	68,441	...	...	...
Nagda-Ujjain	69	35	3,955	84	34	1,800	53	80,981	1,04,000	17,019	...	...	...
The Nizam's guaranteed state	211	334	75,700	227	334	93,300	279	30,57,373	33,15,000	2,57,627	...	...	...
The Gekwar's Foid	84	13	344	26	13	800	62	54,012	40,100	...	...	4,912	...
Rajputana-Bhatinda	122	108	12,280	114	108	9,900	92	5,86,338	5,44,000	...	...	40,338	...
Solar Gold-fields	403	10	3,339	334	10	3,400	340	1,74,384	1,69,000	...	...	5,384	...
Metre gauge—													
Yasvadtur-Mysore Frontier sec. (inclg. M.-Nanjangudd)	84	66	4,129	63	66	2,700	41	2,57,516	1,69,000	...	...	88,516	...
The Gekwar's Mohana	71	93	6,292	68	93	6,100	66	2,92,222	2,93,000	8,778	...	...	...
Kothapur	57	29	1,350	47	29	2,000	69	74,264	67,700	...	...	6,564	...
Special gauges—													
The Gekwar's Dehdoi	51	79	3,705	47	79	4,200	53	1,76,666	1,82,000	5,334	...	...	...
Rajpura	11	19	79	4	19	500	26	6,025	6,900	3,865	...	...	...
Cooch Behar	54	22	1,126	51	23	1,500	60	59,187	56,000	6,413	...	...	...
TOTAL	120	996	1,22,525	123	996	1,45,200	145	51,96,913	54,53,300	2,56,387	...	...	...
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Junagadh-Porbandar	97	134	30,033	93	134	38,000	114	14,41,070	14,53,000	11,930	...	...	...
Jotabur-Najhat	82	46	3,727	81	46	3,100	67	1,71,723	1,51,000	...	...	20,723	...
Jamnagar	38	34	1,729	32	34	2,200	41	(j) 93,373	90,500	...	...	2,873	...
Dharangadh	...	...	...	...	21	1,300	62	...	(k) 28,900	28,900	...	...	...
Jodhpore-Bikaner	62	364	24,540	67	607	40,700	100	9,98,333	12,51,000	3,52,667	...	...	...
Godrejpur-Chitor	38	60	2,933	33	60	2,600	43	1,01,825	1,30,000	35,175	...	...	...
Special gauges—													
Morvi	83	94	6,285	67	94	7,600	81	3,65,542	3,39,000	...	...	26,542	...
TOTAL	73	952	69,289	73	1,026	98,500	94	31,71,806	34,43,200	2,71,394	...	...	...
GRAND TOTAL	243	20,052	54,95,053	202	22,063	56,63,200	266	71,70,70,590	72,01,01,400	1,20,30,810	...	...	...

(a) Includes Jamnagar and Kashmir and Hyderabad-Shadpath ry.

(b) Includes Gekwar-Madras ry.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 30th April, 1898, and from 1st January to 4th February, 1899.

(f) From 10th November, 1897, to 5th February, 1898.

(g) From 1st December, 1898, to 4th February, 1899.

(h) From 25th October, 1898, to 4th February, 1899.

(i) From 1st May, 1897, to 4th February, 1898.

(j) From 25th April, 1897, to 4th February, 1898.

(k) From 1st June, 1897, to 4th February, 1899.

W. J. McLENNAN, Gen. Sec.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
CIVIL WORKS.

Telegraph.

**ADMINISTRATION REPORT OF THE INDO-EUROPEAN TELEGRAPH DEPARTMENT  
FOR 1897-98.**

No. 144 C. W. T., dated Simla, the 13th February 1899.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Despatch from Her Majesty's Secretary of State for India, No. 1 Telegraph, dated the 12th January 1899, and enclosures, being the Administration Report of the Indo-European Telegraph Department for the year 1897-98, and the India Office Note reviewing it.

ORDER.—Ordered that copies of the Report and Note be forwarded to the Home Department of the Government of India, to the Government of Bombay, and to the Director General of Telegraphs for information.

Ordered also that the Report and Note be published in the Supplement to the *Gazette of India*.

O. C. LEES,

*Under Secretary to the Government of India.*

ADMINISTRATION REPORT  
OF THE  
**INDO-EUROPEAN TELEGRAPH DEPARTMENT**  
FOR  
**1897-98.**

CAPITAL AND REVENUE ACCOUNT.

1. *Capital*.—The Capital account of the Department was decreased by **Rs 13,961**, making the capital expenditure to end of the year **Rs 1,15,35,814**.  
The following statement shows how the above decrease is made up:—

	Increase.	Decrease.	TOTAL.
Works . . . . .	R 11,769	R ...	R 11,769
Suspense:			
Works . . . . .	...	31,430	—31,430
Other heads . . . . .	5,700	...	5,700
	17,469	31,430	—13,961

A summary of the year's transactions on Capital account is given in Appendix A.

2. *Revenue*.—Appendix B is a summary of the earnings and expenditure.\* The earnings amounted to **Rs 15,40,153**, or an increase of **Rs 55,646**, as compared

\* Excluding the cost of the London Office Establishment (1,564*l.*), which is included as part of the Establishment of the Secretary of State.



with 1896-97, when the sum realised was Rs 14,84,507. The expenditure during the year was Rs 7,81,981, against Rs 7,71,477 in the previous year, or an increase of Rs 10,504, due chiefly to the payment made during 1897-98 on account of the Jask Royalty. The net result is a profit of Rs 7,58,172 on the year's working, against that of Rs 7,13,030 in 1896-97, or an increase of Rs 45,142, as compared with that year.

3. The following statement shows the chief differences between the earnings and expenditure of the current and previous years. For details, see Appendix B:—

## EARNINGS.

Head of Account.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
*Traffic Earnings . . .	19,30,488	18,49,445	...	71,043
Common Purse . . .	-2,79,555	-1,93,331	86,224	...
Australasian Message Fund . . .	-1,71,753	-1,40,351	31,402	...
Profit and loss . . .	35	-304	...	339
Total Message Revenue . . .	14,69,215	15,15,459	1,17,626	71,382
Miscellaneous Revenue . . .	15,292	24,694	9,402	...
TOTAL . . .	14,84,507	15,40,153	1,27,028	71,382
Net Increase . . .	...	...	55,646	...

4. There was thus an increase of Rs 55,646 in the earnings of 1897-98, as compared with the preceding year. The rupee figures under Traffic earnings show a falling off, due chiefly to an improvement in the value of the rupee, which resulted in a smaller amount of rupee collection as the franc equivalent. The earnings of 1897-98 as worked out in francs amounted to 2,990,675, against 2,956,006 francs in the preceding year, and the amount drawn out of the Joint Purse on account of Indian traffic was 5.983% more than last year. The increase in Miscellaneous revenue consists of realisations from sale of cable core and other unserviceable stores in England.

## EXPENDITURE.

Head of Account.	1896-97.	1897-98.	Increase.	Decrease.
	<i>R</i>	<i>R</i>	<i>R</i>	<i>R</i>
Persian Gulf:—				
General charges . . .	1,41,331	1,22,709	...	18,622
Line maintenance . . .	19,329	40,090	20,761	...
Signalling . . .	1,75,436	1,80,723	5,287	...
Cable maintenance . . .	1,71,079	1,85,726	14,647	...
Persian Section:—				
General charges . . .	92,188	91,390	...	798
Line maintenance . . .	58,883	56,502	...	2,381
Signalling . . .	91,325	84,610	...	6,715
Exchange . . .	21,906	11,535	...	10,371
Expenditure by other Departments (Jask Royalty) . . .	...	8,696	8,696	...
TOTAL . . .	7,71,477	7,81,981	49,391	38,887
Net Increase . . .	...	...	10,504	...

\* NOTE.—The head "Traffic Earnings" includes the amount collected in India, as also the loss on account of exchange on sterling transactions. The tariffs on international messages are fixed in a gold standard, and the balances due to or from foreign administrations are settled in that standard. The rupee collections in India vary, therefore, in correspondence with the fluctuations in exchange, and the balance received from the Indian Telegraph Department at Karachi in rupees is sufficient to pay the telegraph companies and foreign administrations in the gold standard and retain the share of this Department in a gold standard also.



5. The increase and the decrease under the main heads are as follows:—

*General Charges.—Gulf and Persian Sections.*—The decrease is due to short outlay under superintendence, Gulf Section, on account of leave and casualties of some of its officers, and under exchange compensation allowance, and also to less expenditure in England on furlough allowances than in the previous year, as well as to the absence of any outlay in England on advertising charges. The decrease under exchange is due to the same cause, *viz.*, short expenditure in England combined with improvement in the rate of exchange.

*Line Maintenance.—Gulf Section.*—The increase is due to a larger outlay (both cash and stores) on repairs to the land lines, due to the destruction of the line in Mekran by the Baluchis and to the murder of Mr. Graves.

*Line Maintenance.—Persian Section.*—The decrease under this head represents chiefly less expenditure on account of exchange compensation allowance and carriage of line stores.

*Signalling.—Gulf Section.*—The increase was caused by annual increases of pay to the signalling staff, employment of new men to fill existing vacancies, and an issue of new instruments to signal offices.

*Signalling.—Persian Section.*—The decrease is due partly to short expenditure on house allowance, consequent on the completion of quarters for the signalling staff at Teheran, and partly to less outlay on repairs to buildings, office contingencies, and exchange compensation allowance.

*Cable Maintenance.*—The increase is due chiefly to more extensive cable repairs being necessary.

#### NET REVENUE.

6. On a total Capital expenditure of Rs. 1,535,814 a net profit of Rs. 7,58,172 was earned, which gives a dividend of 6.57 per cent. The dividends earned during the past six years are as follows:—

Year.	Interest on Capital.
1892-93 . . . . .	3.8
1893-94 . . . . .	4.28
1894-95 . . . . .	6.50
1895-96 . . . . .	7.42
1896-97 . . . . .	6.17
1897-98 . . . . .	6.57

The higher dividend in 1895-96 was due to the low rate of exchange, that is, a higher rate in rupees collected for the franc equivalent.

#### CIS-INDIAN JOINT PURSE.

7. Appendix C deals with the transactions in connection with this Agreement, which was entered into in 1878. The number of words carried between Europe and India or Trans-India and *vice versa* during the year by the three Administrations (*viz.*, the Eastern Telegraph Company, the Indo-European Telegraph Company, and this Department) rose from 6,157,208½ to 6,469,171, showing an increase of 311,962½, while the net value also shows an increase of 30,448l. 4s. 1d. The Department's share of the whole Purse shows also an increase of 5,930l. 0s. 11d., and the amount paid into the Purse was more than in the preceding year by 1,497l. 4s. 4d.



8. The following table shows the sums paid in and drawn out by the Department annually since the Agreement was concluded :—

Year.	Paid in.	Drawn out.	EXCESS.	
			Paid in.	Drawn out.
1878-79	£ 42,265	£ 62,256	£ ...	£ 19,991
1879-80	52,488	68,905	...	16,417
1880-81	57,235	76,295	...	19,060
1881-82	67,108	74,798	...	7,690
1882-83	110,728	84,914	25,814	...
1883-84	81,408	76,584	4,824	...
1884-85	85,876	76,738	8,638	...
1885-86	107,317	86,012	21,305	...
1886-87	80,980	75,206	5,774	...
1887-88	71,808	74,021	...	2,213
1888-89	91,295	77,125	14,170	...
1889-90	85,661	73,180	12,481	...
1890-91	95,774	77,417	18,357	...
1891-92	102,641	83,352	19,289	..
1892-93	94,209	83,894	10,315	...
1893-94	97,469	89,327	8,142	...
1894-95	99,267	91,012	8,255	...
1895-96	110,380	101,683	8,693	...
1896-97	117,286	100,539	16,747	...
1897-98	118,783	106,469	12,314	...
TOTALS	1,769,478	1,639,729	195,120	65,371
TOTAL EXCESS PAID IN	...	...	129,749	...

9. *Division of Traffic.*—The following are the proportions according to which the Joint Purse receipts are divided :—

Administration.	INDIAN RECEIPTS.		Trans-Indian Receipts.
	To 1894.	From 1894.	
Eastern Telegraph Company	60'39	59'82	80'53
Indo-European Telegraph Company	22'34	22'12	12'03
Indo-European Telegraph Department	17'27	18'06	7'44
	39'61	40'18	19'47



10. The percentages of traffic which have been actually carried since 1878-79 are:—

Year.	ON INDIAN TRAFFIC.		ON TRANS-INDIAN TRAFFIC.	
	Via Suez.	Via Indo-European Route.	Via Suez.	Via Indo-European Route.
	Per cent.	Per cent.	Per cent.	Per cent.
1878-79	71'31	28'69	93'26	4'74
1879-80	67'91	32'09	94'10	5'90
1880-81	69'01	30'99	92'50	7'50
1881-82	64'63	35'37	81'26	18'74
1882-83	48'34	51'66	59'26	40'74
1883-84	53'96	44'04	83'53	16'48
1884-85	53'02	46'98	84'44	15'56
1885-86	52'14	47'86	75'91	24'09
1886-87	55'46	44'54	85'32	14'68
1887-88	60'93	39'07	86'48	13'52
1888-89	51'69	48'31	77'04	22'96
1889-90	49'92	50'08	82'89	17'11
1890-91	46'67	53'33	83'21	16'79
1891-92	43'52	56'48	80'75	19'25
1892-93	48'09	51'91	82'49	17'51
1893-94	51'75	48'25	85'20	14'80
1894-95	48'91	51'09	84'31	15'69
1895-96	49'03	50'97	84'09	15'91
1896-97	44'15	55'85	83'00	17'00
1897-98	42'98	57'02	87'11	12'89

11. *Interruptions affecting Joint Purse Traffic.*—One interruption stopping traffic between Teheran and Karachi occurred on the Persian Section and lasted 22 hours, 56 minutes. Beyond Teheran to London the Indo-European Company's lines were totally interrupted for 8 days, 19 hours, 6 minutes, but none of these interruptions affected the divisions of the Joint Purse receipts.\*

12. On the Turkish route interruptions occurred between Fao and Constantinople lasting 74 days, 16 hours, 21 minutes. The working of this route continues to be very unsatisfactory. The Fao-Bushire cable was also interrupted for repairs for 10 hours, 5 minutes.

During the last six years the Turkish route beyond Fao has been interrupted as follows:—

Year.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
Days, hours, minutes . . .	108—0—34	101—3—41	150—0—53	111—17—33	83—14—36	74—16—21

The Department was only liable to the Joint Purse for 33 days' interruptions on the Turkish route at Fcs. 50 per diem.

#### AUSTRALASIAN MESSAGE FUND.

13. Full particulars regarding the nature of this Fund are given in the Administration Report for 1893-94 (page 6, paras. 14 to 17), and for 1896-97 (page 7, para. 14).

The Departmental receipts for this year show an increase of 4,677*l.* over the receipts in 1889, on which the original Australasian Message Fund was based. See Appendix C. (1).

\* The altered proportions only take effect after the lapse of one clear day, calculating from midnight of the day of the interruption of the line.



## TRAFFIC.

14. The service regulations of the Buda-Pesth International Conference of 1896 have been in force since 1st July 1897, up to which date the Paris Convention of 1890 remained in force.

15. Appendix E shows the traffic carried by the two sections of the Department. The number of words was 2,122,710, against 2,059,941 in the previous year, showing an increase of 62,769; the value as stated in francs shows an increase from 2,956,006 to 2,990,675 francs.

In Indian currency the earnings of the Department are, however, less by Rs 1,043, being Rs 18,49,445, against Rs 19,20,488 in the previous year.

16. The comparative values of the franc and rupee varied once only during the year, rising in the case of the rupee from 1 franc = '64 in April 1897 to 1 franc = '62 in October 1897, and continued so until the end of March 1898. As compared with 1896-97 there was a decided rise in the rupee. This accounts for the decrease in the revenue expressed in rupees as compared with the increased number of words.

17. The following table gives the amounts paid into the Joint Purse by the Department as compared with its independent traffic revenue :—\*

	FOR JOINT PURSE, ETC.		Independent. Revenue.	TOTAL.
	Indian.	Trans-Indian.		
	Pcs. cts.	Pcs. cts.	Pcs. cts.	Pcs. cts.
Persian Gulf Section .	2,014,043'60½	579,735'82	12,590'07½	2,606,370'50½
Persian Section .	293,700'56½	82,089'20½	8,515'07½	384,304'85½
<b>TOTAL FRANCS</b>	<b>2,307,744'17½</b>	<b>661,826'02½</b>	<b>21,105'15½</b>	<b>2,990,675'35½</b>

18. Appendix F gives the number of messages and words carried under the four following classes during the past five years :—

State.	Press.
Commercial and Private.	"Times" (special rate).

19. The average length of "private and commercial" messages was 13'01 words in 1897-98, as compared with 13'27 words in the previous year. The average length, calculated from the averages of the past seven years, is 13'27 words.

20. In addition to the messages classified in Appendix F, 844 messages\* containing 69,132 words, were forwarded to the British Resident at Bushire free of charge. These are called "Government and Press" telegrams, and would, if charged for, yield Rs 16,203 at press rates.

21. The percentages of traffic carried on the Teheran and Turkish routes were 95'06 and 4'94, respectively. The following table gives the respective percentages for the past seven years :—

Years.	Via Teheran.	Via Turkey.	REMARKS.
1891-92 . . . . .	92'37	7'63	
1892-93 . . . . .	92'96	7'04	
1893-94 . . . . .	93'60	6'40	
1894-95 . . . . .	94'36	5'64	
1895-96 . . . . .	93'55	6'45	
1896-97 . . . . .	94'61	5'39	
1897-98 . . . . .	95'06	4'94	

\* NOTE.—The independent traffic revenue is that obtained from traffic dealt with by this Department and not touching India, such as for telegrams between the stations of Jask and Bushire.



The Turkish route continues to be next to useless, being very slow and inaccurate.

22. The mean rate of transmission of telegrams between the United Kingdom and Karachi, and between Karachi and Teheran, the latter being the section worked by the Department, during each of the past six years is as follows:—

Years.	Between the United Kingdom and Karachi, <i>via</i> Teheran.		Between the United Kingdom and Karachi, <i>via</i> Turkey.		Between Karachi and Teheran.			
					Karachi to Teheran.		Teheran to Karachi.	
	Hours.	Min.	Hours.	Min.	Min.	Sec.	Min.	Sec.
1892-93 . . . . .	0	45	27	47	5	51	4	26
1893-94 . . . . .	0	43	36	49	5	40	4	28
1894-95 . . . . .	0	43½	46	46	7	7	5	00
1895-96 . . . . .	0	46	34	00	5	27	4	41
1896-97 . . . . .	1	12	36	08	19	33	13	28*
1897-98 . . . . .	0	55	30	23	13	25	10	40

23. The reason of the present high rate is, however, owing in great measure to the introduction of a modified system of calculating the daily average delay on the two sections since October last. Formerly each transmitting station worked out its own averages, whereas now the actual time of acceptance of every message at Teheran and Karachi from the adjoining Administrations is inserted in the official instructions and is wired on, so that now Teheran works out Karachi's delay and Karachi Teheran's. By this means all chances of arriving at inaccurate results, due to incorrect timing of messages by clerks, are eliminated.

24. *Check of Errors.*—The accuracy of transmission over the lines of the Department for the past two years is shown below. It will be seen that in this respect the year under review compares somewhat unfavourably with the preceding one, but the accuracy is still very satisfactory.

1896-97 . . . . .	0.096 per cent.
1897-98 . . . . .	0.112 „

25. *Complaints.*—The number of complaints received for investigation amounted to 124, being 35 less than the total for the year 1896-97. Of this number, 76 were from Europe and 48 from India; 26 related to messages *via* Turkey, and 2 to local traffic.

The following table gives all details:—

Nature of Complaint.	Received from Europe.	Received from India.	Total.
Non-deliveries . . . . .	19	16	35
Non-deliveries due to insufficient address . . . . .	2	3	5
Mis-deliveries . . . . .	2	2	4
Delays . . . . .	9	5	14
Errors . . . . .	22	2	24
Refund of reply deposits not used . . . . .	6	9	15
Miscellaneous references . . . . .	16	11	27
TOTAL . . . . .	76	48	124

Of the above, 44 were not admitted by the Administrations concerned, or are still being investigated by them. Of the remaining 80 this Department is responsible for 12 only.

#### OFFICES.

26. The number of offices open to the public throughout the year (excluding those on the Teheran and Meshed (Persian Government) line) was, in the

\* Eastern Company's route interrupted in March 1897.



Persian Gulf Section 8, and in the Persian Section 9. The temporary Telegraph Office, which was opened for the use of the Political Agent, Southern Baluchistan at Lyari, in the Lus Beyla district, on 28th October 1895, was closed on 30th April 1897. The expenses on this account were charged to the Political Department.

#### ESTABLISHMENT.

27. At the close of the year the strength of the signalling establishment, including four Inspectors in the Persian Section, stood at—

General service civilian clerks . . . . .	58
Unattached list: Non-commissioned officers of Royal Engineers . . . . .	8
Local service signallers . . . . .	30
Postal employé . . . . .	1
<b>TOTAL</b> . . . . .	<b>97</b>

28. The following casualties occurred during the year:—

Resignations:—2 general service clerks (pensioned); 1 N.C.O. (returned to military duty); 1 officer of cable ship "Patrick Stewart;" 2 local service signallers (pensioned).

Murdered:—1 Temporary Superintendent.

Died:—1 general service clerk.

Dismissed:—1 general service clerk.

#### PERSIAN GULF SECTION.

##### CABLES.

29. The lengths of the various cable sections on the 31st March 1897 and 1898 were as follows:—

Cables.	1896-97.	1897-98.
	Knots.	Knots.
Pan-Bushire Gutta-percha Cable . . . . .	154'488	154'500
Bushire-Jask India-rubber Cable of 1869 . . . . .	502'028	502'028
Bushire-Jask Gutta-percha Cable of 1885 . . . . .	520'642	520'680
Jask-Manora Gutta-percha Cable . . . . .	528'000	528'066
Manora-Karachi (3 harbour cables) . . . . .	13'780	13'798
<b>TOTAL KNOTS</b> . . . . .	<b>1,718'938</b>	<b>1,719'072</b>

showing an increase in length of 134 since last year, due to repairs. In addition to the above there is a seven-core Fowler-Waring cable from the Karachi Harbour to the Central Telegraph Office, 1'414 knots in length.

30. This Department also keeps the following cables in working order:—

(i) The Harbour Defence Revised System, composed as follows:—

	Statute miles.
From Customs Cable House through Junction Box to Marsh Fort (Harbour Cables) . . . . .	6'703
From Junction Box to Manora and Beach Ports (Fowler-Waring Cables) . . . . .	1'328
From Central Office to Customs Cable House one twin Fowler-Waring Cable) . . . . .	1'629
<b>TOTAL MILES</b> . . . . .	<b>9'660</b>

The remainder of the Harbour Defence line, consisting of a land line from Central Office to Royal Artillery Office, is controlled by the Indian Telegraph Department. . . . .

**TOTAL MILES** . . . . . **10'750**



- (ii) A telephone line for the Port Trust connecting the Port Trust Office at Karachi with the Port Trust and Port Officer's Offices at Manora.

	Miles.
Land line—Manora to Cable Box IX . . . . .	0.367
Harbour Cable to Customs Cable House . . . . .	4.997
Land line to Port Trust Office . . . . .	0.460
<b>TOTAL MILES . . . . .</b>	<b>5.824</b>

31. *Summary of the History of the Cables and their Electrical and Mechanical Condition during the year 1897-98.*

No. 1. *Fao-Bushire Gutta-percha Cable of 1864.*—One partial earth fault occurred in this cable during the past year; it was removed in January 1898 at 60.612 knots from Fao. The sheathing was found to be deeply pitted by the action of sea-shells and weed. Reviewing the past history of this cable since 1886, it would appear that toredo insect faults are now common between 25 and 65 knots from Fao, and when making future repairs in this length, brass taped core will be used. The electrical condition of this cable during the year was practically the same as the year previous, namely, 38 megohms per knot. There is, however, a marked difference between the insulation to the east and west of 76 knots from Fao, the former being 212 and the latter (78.5 knots) 82 megohms per knot. The maintenance of this cable at a high point of insulation is not considered necessary, and as it works well, its electrical condition may be accepted as satisfactory.

No. 2. *Bushire-Jask Gutta-percha Cable of 1885.*—Only one fault, a partial earth, occurred, this was near Bushire cable house in the shore end, and was easily removed. Since this cable was laid in 1885 there have been no faults due to corrosion, and consequently its mechanical condition is probably fairly satisfactory. The insulation of the cable is now 227.5 megohms per knot, and although this is a good deal lower than last year (326 megohms) it may be considered good.

No. 3. *Bushire-Jask India-rubber Cable of 1869.*—This cable has not been disturbed during the year, and the fault which appeared in it in September 1897 does not affect its satisfactory working. As pointed out in last year's report, in this cable there are lengths of 101.679 knots of original (1869) India-rubber Cable, and 135.597 knots of original (1864) Gutta-percha Cable which have been inserted at various times. Thus nearly half the section is composed of old cable which may require renewal shortly. The average insulation before it became faulty in September 1897 was 60 megohms per knot. The fault has too high a resistance to permit of its being localised, and with this exception the electrical condition may be accepted as satisfactory.

No. 4. *Jask-Manora Gutta-percha Cable of 1864.*—This cable has been repaired twice during the year, namely, on the 2nd May, a partial earth, and on 30th August, a total break in old cable. The composition of this cable now includes about 77 knots of the old 1864 cable and 18 knots of old India-rubber 1869 cable. This may require renewal shortly. Its insulation at the end of the year was 65.5 megohms per knot, which is as high as can be expected.

*Harbour Cables.*—Two faults occurred during the past year; one of these was apparently a cut by a knife, and the other by a borer insect. Both were easily repaired.

The seven-core Fowler-Waring Cable in use from the harbour to the Central Station was accidentally cut by some workmen employed in repairing the water pipes, and the three core Fowler-Waring Cable laid from the local to the Manora Office was similarly cut. Measures to obviate such accidents in the future are under consideration.

*Cable Houses and Cable Land Lines.*

32. The cable houses and cable land lines were inspected during the year and found satisfactory. The cable land line at Jask has been replaced by a seven-core Fowler-Waring Cable during the year, and a similar type of cable will be laid at Bushire during 1898-99 when the cable ship visits Bushire next cold weather.







*Expenditure of Cable and Cable in Stock.*

	Knots.
40. Cable in stock on 1st April 1897 . . . . .	45'811
Receipts since above date :—	
Manufactured at Manora, 13'000 . . . . .	} 13,717
Recovered at sea and retaped, 4'855 . . . . .	
Recovered and brought on charge, 0'862 . . . . .	
<b>TOTAL</b> . . . . .	64'528
Deduct cable expended during the year . . . . .	13'457
<b>Balance in hand on 31st March 1898</b> . . . . .	<b>51'071</b>

*Cable Steamer "Patrick Stewart."*

41. On the 1st April 1897, after her return from Ceylon, the *Patrick Stewart* was still in dock at Bombay undergoing repairs. She returned to Karachi on 5th idem.

42. On 26th April the vessel left Karachi with the Director and the Political Agent, Southern Baluchistan, to see whether quarantine arrangements at the Persian Gulf coast ports against India, where plague was raging, were efficient. As a fault had to be cut out of the Jask-Manora cable, about 72 knots from Jask, it was decided that the inspection of the coast ports between Karachi and Charbar and the cable repairs should be done on the one trip, so as to reduce the expenses to the Political Department as much as possible. The Political Department was therefore only charged for actual expenses incurred on their account and for the hire of the vessel for the time employed on purely political business. The ship returned to Karachi on 6th May.

43. On 24th August the *Patrick Stewart* again left Karachi in order to repair the Jask-Manora Cable, after doing which she returned on 2nd September. The vessel left for Bombay in October, and from November 1st to 22nd inclusive was in dock undergoing repairs. She returned to Karachi on 26th. From December 7th to January 19th the vessel was away from Karachi with the Director-in-Chief, Director, and the Electrician, on her annual tour of inspection of the Gulf stations. The vessel lay off Gateg from 13th to 26th December inclusive in connection with the murder of the late Mr. Graves. After visiting the various Gulf stations (Fao excepted owing to quarantine), and after repairing faults in the Bushire-Fao and Bushire-Jask Gutta-percha Cable of 1885, the vessel returned to Karachi on 19th January.

44. After this the *Patrick Stewart* was employed between Karachi and Gwadar in carrying troops and stores and line materials in connection with the rising of the Baluchis in the Mekran and the repair of the land lines between Pasni and Gwadar. Three trips were made between January 22nd and February 20th, since which date the vessel has been at Karachi.

During the year the vessel steamed 7,311 knots.

45. The earnings of the ship during the year amounted to Rs. 1,563-3-4, of which Rs. 124-8-0 were on account of passages and Rs. 1,438-11-4 on account of the hire of the *Patrick Stewart* by the Military Department. The latter amount, although earned during the year under review, will be adjusted during the current official year.

**MEKRAN COAST LAND LINE.**

46. The lengths of the various sections of this line on the 31st March 1898 were as follows, viz. :—

	Miles of Line.	Miles of Wire.
Karachi to Sonmiani Branch . . . . .	41'10	82'20
Sonmiani Branch . . . . .	1'56	1'56
"    "    to Ormara . . . . .	173'35	346'70
Ormara to Pasni Branch . . . . .	89'65	179'30
Pasni Branch . . . . .	3'20	3'20
"    "    to Gwadar . . . . .	76'50	153'00
Gwadar to Charbar . . . . .	117'18	234'36
Charbar to Jask . . . . .	198'85	397'70
<b>TOTAL</b> . . . . .	<b>701'39</b>	<b>1398'02</b>



*Maintenance and Repairs to Land Lines.*

47. *Karachi-Gwadar Subdivision.*—The full programme for the past working season could not be carried out owing to the rising of the Baluchis, which resulted in the destruction of the lines for many miles between Pasni and Gwadar, but the greater part of the subdivision was closely inspected by the Assistant Superintendent in charge, who carried out two renewals of wire, besides reconstructing the line where wrecked by the Baluchis.

*Gwadar-Jask Subdivision.*—Mr. E. Graves, Temporary Superintendent, held charge of the subdivision up to the 2nd December 1897, when he was murdered by a gang of Karwanis at the River Rapch, where he had arrived on inspection duty on 29th November. After this it was not considered safe for an European to march along the line, but later in the season the native artificer with his line gang did so and carried out such repairs as were necessary.

*Interruptions on Land Lines.*

48. During the year there have been six total interruptions, the aggregate duration of which amounted to 53 days, 11 hours, 52 minutes. Of this, 50 days, 13 hours, 32 minutes were caused by the wrecking of the lines during the late rising in Mekran. In addition to this, two other interruptions, lasting 1 day, 18 hours, 20 minutes, were due to wilful damage. Thus 52 days, 7 hours, 52 minutes are accounted for by wilful damage, the remaining 1 day, 4 hours being due to storms. As in the previous year, there was no total interruption on the Charbar-Jask section.

49. Of partial interruptions there have been 22, aggregating 13 days, 20 hours, 8 minutes, of which 13, lasting 7 days, 6 hours, 13 minutes, occurred in the Karachi-Gwadar subdivision, and 9, lasting 6 days, 13 hours, 55 minutes, in the Gwadar-Jask subdivision.

50. The causes of the faults are summarised as follows:—

	Number.	Duration Hours.
Definitely traced to preventable causes:—		
Faulty construction . . . . .	1	5
Faulty maintenance . . . . .	12	157
Working parties . . . . .	—	—
Other preventable causes . . . . .	1	53
Unpreventable causes:—		
Cyclones and storms . . . . .	4	64
Floods . . . . .	—	—
Animals and birds . . . . .	1	9
Malice . . . . .	4	876
Unknown causes . . . . .	1	12

Of the 12 faults due to faulty maintenance, 11 were due to corrosion of the line wire.

*Inspections.*

51. All the offices of the Persian Gulf Section, with the exception of Fao, where quarantine regulations prevented landing, were inspected by the Director-in-Chief in company with the Director, and were generally found in a satisfactory state. The buildings were also in good order.

52. The Examiner of Telegraph Accounts also inspected the accounts of the Persian Gulf Section at Karachi during the year.

*General Remarks.—Persian Gulf Section.*

53. The year under review has been rendered remarkable by two chief events: (1) the murder of the late Mr. Graves at the Rapch River in Perso-Baluchistan in December 1897, and (2) the rising of the Baluchis in the Mekran under Sirdar Mehrab Khan, Gitchki of Kej, in January 1898.

54. A noticeable feature in the first case is the fact that our lines were never once cut between Charbar and Jask (the Rapch River is situated about half-way between these two places), nor was any damage done to the lines throughout the operations which followed the murder.



At the time of the outrage it was supposed that the object was simply "loot"; afterwards it was suggested that race hatred was at the bottom of the attack. It might, in some way, have been connected with the general state of unrest which existed at the time along the Persian Gulf Coast and on the North-West Frontier of India.

55. The second affair began with an attack on the Nazim of Mekran and the Indian Survey Parties in the Kej Valley, and was followed immediately by the wrecking of the telegraph line between Pasni and west of Gwadar.

Such a display of ill-will towards this Department has never been known since the erection of the telegraph in 1862. Whatever the reason that actuated them on this occasion, the work of destruction was carried out with a thoroughness not generally characteristic of Baluchis. No less than 370 posts had to be renewed and nearly 11 miles of wire, besides nearly 750 insulators, were required to repair the damage done.

56. On the 25th April 1897 the village, which is attached to the Jask Station, and the Persian Fort there, were surprised by a party of Bashkardis, who looted the shops of the native traders. The Persian Governor, instead of protecting the station, came to the telegraph buildings to seek protection. The result of this attack was the despatch from Bushire to Jask of a Persian garrison, consisting of 120 soldiers with a field gun. They did not, however, stay long, the whole force, including the Governor, returning to Bushire during May 1897, since when the fort has been garrisoned by Mustapha Khan, son of the late Mir Abdul Nubbee and Chief of Sudaich, who is in the pay of this Department.

57. The Superintendent at Bushire in his report for November 1897 wrote that there was still an impression there that the telegraphs were keeping back the rain. This was, of course, with reference to the trigonometrical benchmarks which had been destroyed by a mob in January 1897, but had been rebuilt in the following April, with much public ceremony, under the orders of the Political Resident at Bushire. At the end of the official year, i.e., on 31st March last, the general state of affairs at Bushire was still reported as being very disturbed.

#### PERSIAN SECTION.

58. *Line Maintenance.*—Only ordinary line repairs were carried out during the year.

59. *Offices.*—The mud roof of the joint signalling room of the Indo-European Telegraph Company and of this Department at Teheran was replaced by an iron roof, and some improvements and additions were made to the senior clerk's quarters. These works were done at the expense of the Persian Government, the building being their property. The office building at Shiraz was also much improved by that Government.

60. *Interruptions.*—There was one total interruption on this section lasting for 22 hours; this occurred at an altitude above the sea-level of about 7,000 feet, and was caused by accumulations of snow, which broke the wires in a great number of places along a distance of two miles.

61. The faults from all causes, including contacts between the wires, during the past three years have been:

Year.	1 Wire.		2 Wires.		3 Wires.	
	Hours.	Mins.	Hours.	Mins.	Hours.	Mins.
1895-96 . . . .	325	65	13	32	5	16
1896-97 . . . .	606	0	17	12	20	53
1897-98 . . . .	340	56	7	3	22	5



62. The causes of them are summarised as follows:—

	Number.	Duration.	
		Hours.	Mins.
Definitely traced to preventable causes :—			
Faulty construction and maintenance . . . . .	1	1	19
Working parties . . . . .	1	0	48
Unpreventable causes :—			
Cyclones and exceptional storms . . . . .	3	29	43
Floods . . . . .	1	47	15
Lightning . . . . .	1	7	39
Snow . . . . .	2	33	12
Fires . . . . .	—	—	—
Trees falling other than those caused by cyclones . . . . .	—	—	—
Animals and birds . . . . .	3	61	37
Malice . . . . .	—	—	—
Other unpreventable causes . . . . .	5	15	15
Unknown causes . . . . .	13	52	1
Faults in offices . . . . .	2	7	25

63. *Wilful Damage.*—There were 478 acts of wilful damage reported during the year, being 226 more than last year. They were distributed along the line as follows:—

Section.	From	To	No. of miles.	No. of Acts.
1st . . .	Teheran . . .	Ispahan . . . . .	247	138
2nd . . .	Ispahan . . .	Meshed-i-Meerghab, 88 miles north of Shiraz.	195	143
3rd . . .	Meshedi-Meerghab	Mean Kotal, 60 miles south of Shiraz	131	143
4th . . .	Mean Kotal.	Bushire . . . . .	102	54

The reason for the greater number of acts in the 2nd and 3rd sections is probably due to their being more frequented by the nomad Hyats than the other two sections. The attention of Her Britannic Majesty's Minister and His Excellency the Mukhbar-ed-Dowlah has been requested to this. The amount claimed for damages from the Persian Government amounted to Krans 8,784.\* Of this, Krans 1,672 has been collected locally, and the balance, 7,112, was deducted from the Jask royalty.

64. Wilful damage caused interruptions for the past four years as shown below:—

Year.	1 Wire.		2 Wires.		3 Wires.	
	Hours.	Mins.	Hours.	Mins.	Hours.	Mins.
1894-95 . . . . .	150	38	42	16	Nil.	
1895-96 . . . . .	158	8	Nil.		5	16
1896-97 . . . . .	315	46	Nil.		20	53
1897-98 . . . . .	93	50	Nil.		Nil.	

\* Note.—360 krans=100 rupees at the present rate of exchange.



*General Remarks.—Persian Section.*

65 The principal events which occurred in Persia affecting this Department are as follows:—

His Excellency Ali Guli Khan Mukhbar-ed-Dowlah died on the 16th July 1897, and his son the Mukhbar-ul-Mulk succeeded him as Minister of Telegraphs on the 10th August. By the death of His Excellency the late Mukhbar, the Department has lost a great friend.

Three hundred soldiers mobbed the Shiraz Office on one occasion, demanding arrears of pay. On two occasions the Kazerun Office was invaded by a mob, complaining of the high price of bread and of ill-treatment, and on one occasion a crowd collected at Dehbeed Station, complaining of being looted by Arabs. On each occasion the Persian Authorities took action and the men dispersed.

Two burglaries were committed and one attempted.

On two occasions Inspectors while marching were threatened, and on two occasions line men were fired on.

Once the post bag was robbed.

The Mashelah (swampy ground) near Bushire was overrun by armed Tangistanies (hill men) in February and March 1898, so that the route under the line was pronounced unsafe, and several murders were committed near and in Bushire.

*Buildings in Persia.*

66. In consequence of the stock of sheet iron for roofing purposes having become exhausted in the Teheran market, the completion of the iron roofing to the buildings for the clerks' quarters at Teheran has had to be postponed, and there is still some work to be done, connected with laying out and draining the ground, etc.

The new residence for the Director at Teheran was occupied by him in October 1897, and the completion report has now been submitted.

The title deeds of the ground purchased for both the Director's and clerks' quarters are deposited in the safe in the charge of the Superintendent, Teheran Station.

*Medical.*

67. Doctors Odling, C.M.G., and Scully, Medical and Assistant Medical Superintendents of this Department at Teheran and Shiraz respectively, were present throughout the year. Doctor Odling also holds the appointment of Legation Surgeon at Teheran since 1892, by permission of the Government of India.

The health of the staff was on the whole good. One clerk died at Shiraz in March 1898 of pleurisy.

The free dispensaries at Teheran, Ispahan, and Shiraz are much appreciated and used by the people.

*Meteorology.*

68. Similarly to last year, telegrams reporting the state of the weather in Persia were sent to the Meteorological Reporter, India, from the 15th November 1897 to the 15th March 1898.

**MESHED LINE.**

69. Mr. S. Butcher, Acting Assistant Superintendent, took over charge of this line on 15th May 1897, and executed the necessary repairs between 10th October 1897 and 28th March 1898. From the 29th December 1897 to 9th February 1898 work was stopped by snow and frost. Six hundred and ninety-six new juniper poles were erected, 106 old poles were dug up and re-erected after rotten wood had been cut off, and 700 field service insulators were fixed. No money was received from the Persian Government during this year towards the maintenance of the line, and therefore the expenditure was limited to the Rs20,000 sanctioned by the Government of India.

70. *Offices.*—The office at Aiwanikief had again to be moved this year, and the office at Sabzewar was also moved into another building.



71. *Interruptions, Meshed Line.*—The interruptions to communication from all causes during the past three years are given in the statement below :—

	1895-96.	1896-97.	1897-98.
	Hours. Mins.	Hours. Mins.	Hours. Mins.
Faulty construction and maintenance . . . . .			3 20
Working parties . . . . .	13 30	Nil.	Nil.
Floods . . . . .	55 11	15 20	82 0
Animals and birds . . . . .	72 40	18 30	Nil.
Malice . . . . .	65 0	144 47	33 35
Faults in offices . . . . .	118 37	Nil.	65 28
Unknown causes . . . . .	72 20	7 48	Nil.
<b>TOTAL</b> . . . . .	<b>397 18</b>	<b>186 25</b>	<b>184 24</b>

Deducting faults in offices, the total number of hours of interruption due to other causes works out thus :—

	Hours. Mins.
1895-96 . . . . .	379 41
1896-97 . . . . .	186 25
1897-98 . . . . .	118 56

The Persian clerk who caused 65 hours 28 minutes interruption under the head "Faults in Offices" has since been dismissed by the Persian Government, together with another clerk and two gholams (line guards) for stealing insulators for the value of their iron stalks.

72. *Wilful Damage.*—One hundred and ninety-seven cases of wilful damage occurred, in which 183 insulators and 57 posts were broken or stolen and 55 yards of wire were carried away.

The figures were for the years :—

	Acts.
1895-96 . . . . .	445
1896-97 . . . . .	169

There is thus an increase of 28 over last year, but the improvement over 1895-96 and before continues to be satisfactory.

The amount of Krans 200 was recovered from local Governors, etc., on account of compensation.

73. *Traffic.*—The table below shows the amount of paid conversational traffic, etc., carried by the line during the past three years :—

Year.	Total paid conversation and State messages.	State messages only.
1895-96 . . . . .	3,423 krans	814 krans.
1896-97 . . . . .	2,993 "	1,195 "
1897-98 . . . . .	2,529 "	1,278 " 50 g.

74. There were no events of a political nature which affected the line or offices on the Meshed line.

#### STORES.

75. The principal items of expenditure under this head have been as follows :—

	R. a. p.
Stores purchased in India . . . . .	2,750 10 1
London stores, including freight, landing charges and exchange . . . . .	79,215 6 0
Stores from other Departments . . . . .	1,814 5 3

The following were the principal issues of stores :—

Repairs to cable . . . . .	31,452 0 8
Cable steamer . . . . .	18,758 9 6



The issues to repairs and renewals to the Persian Gulf land line amounted to Rs 21,353, and were heavy, owing to the line being wrecked for some miles by the Baluchis. The issues to offices in that section amounted to Rs 13,541 and to offices in the Persian Section to Rs 6,715-4-2.

*Personnel.*

76. The Director, Persian Gulf Section, recommends to favourable notice the following officers of his staff for good services rendered after Mr. Graves' murder and the destruction of the line by the Baluchis in Mekran:—Messrs. E. Woodsell and R. C. Campbell, Assistant Superintendents, and Mr. W. H. Janes, General Service Clerk, the last of whom has been rewarded with a personal allowance of Rs 25 per mensem. Lieutenant-Colonel Wells and Mr. Sealy also report that their thanks are due to the staff generally for good services rendered throughout the year, and their thanks are warmly joined in by me. To the above Directors also my special acknowledgments are due for the continued assistance they have given in maintaining this, the Indo-European route, as the most accurate and quickest of the telegraph routes to India.

It is again my pleasing duty to mention Mr. C. E. J. Twisaday, the senior clerk in my office, who during my absence in India, from November 1897 to March 1898, was in charge of the current duties of my office, and who performed those duties to my entire satisfaction.

INDIA OFFICE,  
10th November 1898.

B. T. FINCH,  
Director-in-Chief.



## APPENDICES.

## APPENDIX A.

### SUMMARY OF EXPENDITURE ON CAPITAL ACCOUNT TO 31ST MARCH 1893.

Capital expenditure on 31st March 1897		R	a.	p.
Capital expenditure from 1st April 1897 to 31st March 1898 :-		1,15,10,774	8	8
<b>PERSIAN GULF SECTION.</b>				
Works	.	.	.	.
Do. (expenditure by Public Works Department)	.	.	.	.
Suspense Heads :-				
Stores	.	.	.	.
Advances	.	.	.	.
Sales	.	.	.	.
Purchases	.	.	.	.
Balance debited to Capital	.	.	.	.
<b>Total</b>				
		1,15,10,774	8	8
<b>PALESTINE SECTION.</b>				
Works	.	.	.	.
Suspense Heads :-				
Advances	.	.	.	.
Balance debited to Capital	.	.	.	.
<b>Total</b>				
		8,113	7	11
		1,15,10,774	8	8
		1,15,10,774	8	8



## APPENDIX B.

## REVENUE ACCOUNT for the Year ended 31st MARCH 1898.

To NET EARNINGS from 1st April 1897 to 31st March 1898.				By EXPENDITURE FROM 1st April 1897 to 31st March 1898.			
	Frs. cts.	R. a. p.		India.	England.	Exchange.	TOTAL.
<i>Traffic Earnings.</i>							
Net Earnings on Indian, Trans-Indian, and Local Traffic, including mean rate <i>vis</i> Turkey.	3,488,381 60 1/2			R. a. p.	R. a. p.	R. a. p.	R. a. p.
India	497,705 70 1/2						
England							
TOTAL (Appendix B)	2,990,675 35 1/2	18,49,444 11 0					
<i>Cis-Indian Common Fund.</i>							
Receivable from companies	2,195,697 29 1/2						
Payable to companies	2,593,552 56 1/2						
TOTAL (Appendix C)	397,854 27 1/2						
Payable on account of interruptions <i>vis</i> Turkey.	1,351 97 1/2						
Net Total Cis-Indian Common Fund	909,206 25	1,03,330 8 1/2					
<i>Asiatic Message Fund.</i>							
Drawn out of Fund	238,205 14 1/2						
Paid into Fund	462,679 58 1/2						
Net Total Asiatic Message Fund	224,473 43 1/2	1,40,351 8 9					
<i>Profit and Loss.</i>							
Loss by exchange on remittance from Constantinople of Ottoman Traffic balance, 1894-95.	564 60 1/2						
White-off traffic outstandings, 1894-95	76 35 1/2						
TOTAL Profit and Loss	486 75	304 0 5					
<i>Miscellaneous Receipts.</i>							
TOTAL	2,456,599 41 1/2						
<i>India</i>							
England							
Exchange							
TOTAL	21,575 7 2	3,118 13 3					
<i>Grand Total</i>							
			By Balance				
			GRAND TOTAL				

7,51,981 1 5

7,58,171 11 11

15,40,152 13 4



## APPENDIX B (1).

## STATEMENT showing DETAILS of WORKING EXPENSES for past FIVE YEARS.

Year.	Account Heads.	Establishments.	Apparatus and Plant.	Office Expenses.	Store-keeping Charges.	Repairs to Lines and Buildings.	Repairs to Cables.	Cable Steamer.	Subsidies.	Miscellaneous.	Total as per Finance Accounts.	Expenditure by other Departments.	Total as per Administrative Accounts, Appendix B.
1893-94.	General Charges.	2,87,776	R	5,375	1,508	31,777	...	...	59,847	1,538	2,47,044	...	2,47,044
	Line Maintenance.	68,313	...	926	...	1,435	...	...	...	...	1,51,018	...	1,51,018
	Cable Maintenance.	12,674	...	114	...	1,435	83,819	91,866	...	...	1,09,222	12,245	1,21,467
	Signalling.	2,71,312	...	25,476	...	5,083	...	...	...	5,812	2,57,686	...	2,57,686
	TOTAL	5,12,399	...	31,886	1,598	88,315	83,819	91,866	29,837	7,250	8,45,076	18,878	8,63,954
1894-95.	General Charges.	1,07,688	R	5,435	711	...	...	...	27,080	6,629	2,37,543	...	2,37,543
	Line Maintenance.	97,531	...	223	...	34,428	...	...	...	...	1,02,187	...	1,02,187
	Cable Maintenance.	12,575	...	2347	...	2,347	86,715	1,23,286	...	...	2,28,624	12,245	2,40,869
	Signalling.	2,41,731	...	19,882	...	13,232	...	...	...	3,739	2,86,094	...	2,86,094
	TOTAL	5,19,095	...	25,645	711	39,227	86,715	1,23,286	27,080	12,358	8,47,838	12,245	8,60,083
1895-96.	General Charges.	2,19,874	R	4,830	1,744	...	...	...	37,733	5,866	2,39,844	...	2,39,844
	Line Maintenance.	80,706	...	748	...	26,097	...	...	...	...	87,541	...	87,541
	Cable Maintenance.	32,707	...	129	...	2,350	33,640	1,27,030	...	...	1,09,815	10,326	1,20,141
	Signalling.	2,40,888	...	22,343	...	8,535	...	...	...	5,978	2,77,704	...	2,77,704
	TOTAL	5,33,262	...	28,050	1,744	37,811	33,640	1,27,030	37,733	11,544	8,45,964	10,326	8,56,290
1896-97.	General Charges.	2,02,573	R	3,100	1,056	...	...	...	31,760	6,366	2,44,945	...	2,44,945
	Line Maintenance.	64,786	...	628	...	21,825	...	...	...	...	85,213	...	85,213
	Cable Maintenance.	13,863	...	146	...	1,550	78,003	91,912	...	...	1,55,119	10,000	1,65,119
	Signalling.	2,38,754	...	25,739	...	37,730	...	...	...	5,630	2,91,853	...	2,91,853
	TOTAL	5,07,093	...	29,703	1,056	55,103	78,003	91,912	31,760	11,996	8,07,480	10,000	8,17,480
1897-98.	General Charges.	2,11,480	R	2,420	874	...	...	...	27,400	10,261	2,55,425	...	2,55,425
	Line Maintenance.	55,244	...	1,259	...	21,607	...	...	...	...	78,212	...	78,212
	Cable Maintenance.	10,657	...	191	...	1,916	44,634	1,13,878	...	...	1,61,079	...	1,61,079
	Signalling.	2,15,937	...	36,092	...	11,598	...	...	...	6,134	2,66,761	...	2,66,761
	TOTAL	4,93,618	...	34,955	874	34,723	44,634	1,13,878	27,400	16,395	7,21,477	...	7,21,477
1898-99.	General Charges.	1,89,147	R	4,753	921	...	...	...	22,843	7,370	2,25,034	...	2,25,034
	Line Maintenance.	56,024	...	1,707	...	38,861	...	...	...	...	96,592	...	96,592
	Cable Maintenance.	14,781	...	162	...	3,411	74,991	94,821	...	...	1,85,726	...	1,85,726
	Signalling.	2,27,592	...	26,633	...	9,489	...	...	...	6,219	2,65,333	...	2,65,333
	TOTAL	4,87,544	...	33,155	921	52,201	74,991	94,821	22,843	14,189	7,23,285	8,666	7,31,951

NOTE.—The total cost of upkeep of the cable steamer *Patric Steamer*, including the pay of her officers and crew, is shown under "Cable Steamer".  
 The pay of the Cable Constancy Establishment, including temporary establishment and cost of provisions, is shown under "Repairs to Cables".



## APPENDIX C.

## JOINT PURSE.

Table A.—Division of Receipts for past Five Years.

Year.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	Number of Words.	Total Net Value.	PROPORTION FOR			Number of Words.	Total Net Value.	PROPORTION FOR			Number of Words.	Total Net Value.	PROPORTION FOR		
			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.
1893-94	2,384,673	375,091 17 5	285,517 19 10	81,795 10 6	64,778 7 1	2,587,503	379,947 19 3	365,707 2 1	32,652 14 0	34,548 2 3	4,372,182	705,039 16 8	499,225 1 11	123,438 5 2	28,355 9 6
1894-95	2,700,461	348,071 19 9	207,673 1 9	76,783 14 7	63,615 3 5	2,900,784	368,236 9 6	326,540 16 8	44,298 17 1	27,376 15 9	5,110,230	716,308 9 3	504,913 18 5	621,082 11 8	91,211 19 8
1895-96	2,248,539	305,116 18 6	220,930 16 5	81,069 7 10	66,116 7 3	2,606,223	471,640 19 2	378,891 12 0	57,180 19 7	35,368 7 7	5,944,751	839,757 10 8	599,822 8 5	132,250 7 5	101,684 14 10
1896-97	2,237,208	344,353 7 6	205,092 3 6	76,170 10 2	61,190 4 4	3,919,958	515,434 19 3	415,070 15 5	69,005 16 7	24,348 7 3	6,157,308	859,788 6 9	631,071 18 11	138,177 16 3	100,538 11 7
1897-98	2,540,800	373,218 11 10	246,513 16 10	82,531 11 9	63,172 3 3	3,648,561	519,017 19 0	411,040 9 3	61,782 0 6	39,295 9 3	6,499,171	900,236 10 10	638,454 6 8	145,313 12 3	106,468 12 6

Table B.—Division of Traffic as actually carried for past Five Years.

Year.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.				
	Total Net Value.	PROPORTION CREDITED BY			Total Net Value.	Total Net Value.	PROPORTION CREDITED BY			Total Net Value.	Total Net Value.	PROPORTION CREDITED BY			Total Net Value.
		Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.	
1893-94	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.	£ 2. d.
1894-95	375,091 17 5	194,002 19 10	103,002 19 5	77,085 18 2	379,947 19 3	379,947 19 3	281,116 11 1	29,348 11 1	19,482 17 1	705,039 16 8	705,039 16 8	475,009 10 11	132,361 10 6	57,468 15 8	57,468 15 8
1895-96	348,071 19 9	170,259 17 7	101,545 6 8	76,263 15 11	368,236 9 6	368,236 9 6	310,462 3 2	34,771 14 2	23,003 12 2	716,308 9 3	716,308 9 3	486,721 0 4	136,320 1 10	90,267 2 2	90,267 2 2
1896-97	305,116 18 6	180,900 14 6	107,073 10 6	80,552 6 6	471,640 19 2	471,640 19 2	395,601 9 5	45,412 5 7	23,827 4 2	839,757 10 8	839,757 10 8	577,002 3 11	132,385 16 2	110,379 10 8	110,379 10 8
1897-98	344,353 7 6	193,085 17 4	108,806 9 10	82,511 0 4	515,434 19 3	515,434 19 3	427,818 19 2	53,841 8 10	34,774 11 3	859,788 6 9	859,788 6 9	579,834 16 0	162,667 18 8	117,285 11 7	117,285 11 7
	373,218 11 10	163,545 12 5	123,363 3 11	92,309 15 3	519,017 19 0	519,017 19 0	445,075 0 0	59,969 18 4	26,473 0 8	900,236 10 10	900,236 10 10	608,520 12 8	162,603 2 3	118,782 15 11	118,782 15 11

Excludes of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X of Joint Pledge Agreement, amounting to 56l. 1s. 7d. = 10345-5-1.

NOTE.—Paid into Joint Purses  
 Received from Joint Purses

1897-98 158,782 15 11  
 1896-97 100,267 2 2



## APPENDIX C (1).

**STATEMENT showing the WORKING of the AUSTRALASIAN MESSAGE FUND since its commencement**

Year.	PAID IN.					DRAWN OUT.					Loss or Gain to Department as compared with Traffic of 1889 which was 6,236.	
	Cablegram Joint Fund.			Eastern Extension Company for non J. P. Traffic.	Total.	Cablegram Joint Fund.			Eastern Extension Company for non J. P. Traffic.	Total.		
	Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern Company.	Indo-European Company.	Indo-European Department.				
1891-92 (11 months).	97,508	14,531	9,018	£ 435	£ 45,612	192,353	£ 54,401	8,158	£ 5,045	£ 124,002	£ 192,353	£ 6,670
1892-93	108,168	15,159	9,993	815	54,918	212,558	60,631	9,080	5,503	137,959	212,558	532
1893-94	121,842	18,201	11,257	854	70,698	233,857	66,385	9,917	6,133	151,001	233,857	108
1894-95	126,132	18,842	11,653	954	76,668	236,638	67,174	10,035	6,206	152,797	236,638	30
1895-96	188,591	28,542	17,782	1,493	107,381	343,277	97,144	14,702	9,159	221,654	343,277	2,024
1896-97	230,041	34,305	21,253	1,732	128,673	416,064	118,107	17,643	10,912	268,053	416,064	4,677
1897-98	199,209	29,805	18,597	1,920	112,089	361,590	102,557	15,375	9,348	233,479	361,590	3,293

## APPENDIX D.

### SUMMARY OF CAPITAL AND REVENUE ACCOUNT FOR THE LAST FIVE YEARS.

Year.	CAPITAL ACCOUNT.		REVENUE ACCOUNT.						Dividend on Capital.	Remarks.			
	Capital Expenditure during year.	Total Capital Expenditure to end of Year.	Receipts.			Expenditure.							
			Net Traffic Earnings.	Common Purse and Australasian Mortgage Fund.	Profit and Loss.	Miscellaneous Revenue.	Total Earnings.	Pension Gulf Section.			Pension Section.	Expenditure by other Departments.	Total Expenditure.
837-84	-13,595	1,144,616,190	15,584,466	-2,201,884	-663	13,937	13,508,856	2,710,656	5,767,782	12,760	8,660,668	4.28	
84-85	-3,305	1,144,12,885	18,144,916	-2,537,789	-308	9,803	15,704,200	2,674,431	5,485,514	10,932	8,326,897	6.50	
85-86	46,321	1,148,80,206	19,404,495	-3,06,912	-716	37,214	16,20,081	2,707,732	5,36,718	10,000	8,174,500	7.42	
86-87	60,568	1,154,97,774	19,204,488	-4,51,208	35	15,402	14,84,507	2,49,120	5,22,357	—	7,71,477	6.17	
87-88	-13,961	1,153,35,814	18,494,445	-3,33,682	-304	24,094	15,40,153	2,346,533	5,38,752	8,696	7,81,681	6.57	



## APPENDIX E.

## DETAILS of the MONTHLY NET EARNINGS (in Francs) of the INDO-EUROPEAN TELEGRAPH DEPARTMENT during the year 1897-98.

MONTH.	PERSIAN GULF SECTION.						PERSIAN SECTION.						TOTAL.	
	PERSIAN GULF SECTION.			Transit Messages.			Terminal Messages.			Words.*	Amount.	Words.*	Amount.	Pcs. etc.
	Words.	Amount.	Pcs. etc.	Words.*	Amount.	Pcs. etc.	Words.*	Amount.	Pcs. etc.					
1897.														
April	146,091	186,835 51½	134,110	3,126	25,578 21½	454 32	147,516	187,368 03½	213,268 03½					
May	150,423	193,039 94½	139,286	3,665	27,152 24½	638 61½	151,874	200,830 86½	200,830 86½					
June	150,431	192,564 85½	141,513	2,571	27,259 79½	500 76	151,362	200,325 44½	200,325 44½					
July	174,350	221,298 09½	163,645	4,850	31,845 29½	1,050 78	175,416	254,194 17½	254,194 17½					
August	175,192½	216,222 94	162,137½	5,487	30,799 85½	1,129 63½	176,771½	248,152 42½	248,152 42½					
September	201,727	246,457 10	188,384	5,154	36,285 54½	1,101 21½	203,111	283,843 86½	283,843 86½					
October	190,335	233,555 93½	177,735	6,081	34,000 21½	1,185 79½	192,925	268,741 98½	268,741 98½					
November	206,890	254,813 49½	195,297	4,961	37,204 36½	982 38½	208,758	293,700 24½	293,700 24½					
December	187,693	234,129 38½	172,903	7,718	33,356 22½	1,612 04½	189,837	269,397 66½	269,397 66½					
1898.														
January	195,714	228,812 02½	164,075	6,494	31,880 33½	1,437 27½	197,059	262,129 63½	262,129 63½					
February	137,156½	165,141 35½	116,987	5,210	21,592 98½	1,128 58½	138,712½	187,862 92½	187,862 92½					
March	187,513	233,499 63½	165,013	6,107	33,426 53½	1,301 82½	189,361	268,228 18½	268,228 18½					
TOTAL	2,103,516	2,606,370 50½	1,911,085½	61,424	371,781 61½	12,653 24	2,122,710	2,690,675 35½	2,690,675 35½					

Rx. 184,944 the exact sum being  
Rs. 49,444-11-0  
(vide Appendix B).

Note.—Traffic earnings are primarily worked in francs in accordance with the existing Convention, but in converting the francs into rupees a uniform rate is not adopted. For the receipts from the Indian Department for traffic interchanged with it, a rate of francs 25 to the pound sterling is taken; and from working to rupees the conversion is made at the latest rate obtained by the Secretary of State for demand bills which is communicated to the Chief Office. On the other hand, for the receipts from the Indo-European Company and Turkey, which are settled in London in sterling, a uniform rate of francs 25 to the pound (in accordance with the Convention) is adopted, and the conversion to rupees made at the average rate of the Secretary of State's drawings for the year, which in the present case is 15,353,000, to the rupee.



## APPENDIX F.

STATEMENT showing the NUMBER of MESSAGES and WORDS FORWARDED during the Year 1897-98, compared with four previous years.

YEAR.	STATE.		COMMERCIAL AND PRIVATE.						PRESS.		TIMEL.		TOTAL.				GRAND TOTAL.		Add or deduct Messages in transit.	Total as per Appendix E.
	Messages.	Words.	Gulf.		Persia.		Gulf.		Gulf.		Gulf.		Gulf.		Persia.		Messages.	Words.		
			Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.						
1893-94.	3,072	94,278	114,918	1,494,042	1,357	12,946	538	16,724	412	44,272	118,940	1,649,316	1,357	12,946	130,297	1,662,262	358	1,662,620		
1894-95.	3,113	87,386	122,514	1,552,084	1,604	13,286	488	14,344	296	32,955	126,411	1,686,769	1,604	13,286	128,015	1,700,055	-326	1,699,729		
1895-96.	3,107	103,825	135,090	1,761,366	1,541	11,860	450	13,758	213	37,685	138,860	1,910,634	1,541	11,860	140,401	1,922,494	2,240	1,924,734		
1896-97.	3,684	104,048	142,324	1,888,809	1,748	15,027	397	12,715	121	39,579	146,526	2,045,251	1,748	15,027	148,274	2,061,178	-1,238	2,059,940		
1897-98.	4,560	160,915	138,886	1,807,550	1,843	19,194	1,383	67,728	316	66,300	145,145	2,102,513	1,843	19,194	146,988	2,121,707	1,003	2,122,710		

NOTE.—Under the columns headed "Gulf" are shown messages and words accounted for in Gulf Traffic Accounts.  
Under the columns headed "Persia" are shown messages and words originating or terminating in Persia to or from Indo-European Company's lines, which consequently do not appear in the Gulf Traffic Accounts.



## APPENDIX G.

## STATEMENT of WORK done by the TELEGRAPH STEAMER "PATRICK STEWART" during the year 1897-98.

Date.		Particulars.
From	To	
1897.	1897.	
April 1	April 1	In Bombay dock undergoing repairs.
" 2	" 5	Hauled out of dock and left for Karachi, arriving 5th.
" 6	" 25	At moorings in Karachi Harbour.
" 26	May 6	Left Karachi with Director and Political Agent, Southern Baluchistan with staff and escort for Melran and Baluchistan Coasts, re quarantine operations. Repaired a fault in Karachi-Jask cable, and returned to Karachi, arriving 6th.
May 7	Aug. 23	At moorings in Karachi Harbour.
Aug. 24	Sept. 2	Left Karachi, and repaired a fault in Karachi-Jask cable, and returned to Karachi, arriving 2nd.
Sept. 3	Oct. 27	At moorings in Karachi Harbour.
Oct. 28	" 31	Left for Bombay, arriving 31st.
Nov. 1	Nov. 22	In dock undergoing repairs.
" 23	" 26	Hauled out of dock and left for Karachi, arriving 26th.
" 27	Dec. 6	At moorings in Karachi Harbour.
Dec. 7	1898.	
	Jan. 19	Left Karachi with Director-in-Chief, Director, and Electrician on annual inspection of the Persian Gulf Stations, and with reliefs and stores. Repaired faults in Bushire-Fao cable and Bushire shore end, and returned to Karachi, arriving 19th.
1898.		
Jan. 20	" 21	At moorings in Karachi Harbour.
" 22	" 28	Left Karachi with troops and mules for Panni, and with a country boat in tow, and returned to Karachi, arriving 28th.
" 29	Feb. 5	Left Karachi for Mekran coast on political and telegraph duties with line materials, and returned to Karachi, arriving 5th.
Feb. 6	" 14	At moorings in Karachi Harbour.
" 15	" 20	Left for Panni with land-line stores, and returned to Karachi, arriving 20th.
" 21	Mar. 31	At moorings in Karachi Harbour.
		ABSTRACT.
		Days.
		At moorings in Karachi Harbour . . . . . 144
		In Bombay Harbour and dock . . . . . 23
		At sea . . . . . 98
		TOTAL DAYS . . . . . 365



*Note reviewing the Administration Report of the Indo-European Telegraph Department for the year 1897-98.*

The following statement shows the financial results of working the Department during the past five years :—

Year.	Total Capital Outlay.	Gross Receipts.*	Expenditure.	Net Receipts.	PERCENTAGE OF	
					Net Receipts to Capital.	Expenditure to Gross Receipts.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1893-94	1,14,46,190	13,50,856	8,60,608	4,90,248	4'28	63'7
1894-95	1,14,42,885	15,70,420	8,26,897	7,43,523	6'50	52'6
1895-96	1,14,89,206	16,70,081	8,17,450	8,52,631	7'42	48'9
1896-97	1,15,49,774	14,84,507	7,71,477	7,13,030	6'17	51'9
1897-98	1,15,35,814	15,40,153	7,81,981	7,58,172	6'57	50'77

\* This represents the revenue of the Department after adjustments made in accordance with the provisions of the Joint Purse arrangement.

The Capital Account was decreased by Rs. 13,961.

The total earnings of the Department show an increase of Rs. 55,646, as compared with the previous year. This is due to the fact that the traffic with India, which fell off considerably in 1896-97, more than recovered itself during the year under review. On the other hand, the traffic with places beyond India shows a slight decrease. The increase under miscellaneous revenue is due to larger sales of old cable core and other unserviceable stores.

The expenditure shows an increase of Rs. 10,504. This is mainly due to the large outlay on repairs to the Mekran Coast land lines necessitated after the destruction of the line by the Baluchis and the murder of Mr. Graves.

The net result is a profit of Rs. 7,58,172, which gives a dividend of 6'57 per cent. on the capital, against 6'17 per cent. in the previous year. When it is remembered that the capital of the Department is a very inflated one, and includes the cost of lines and cables which have long since been abolished, and sundry political charges, it will be seen that the dividends now earned are very satisfactory, and show that the lines are valuable from a commercial as well as from a political point of view.

The proportion of Indian traffic actually carried by the Indo-European route is still largely in excess of the proportion on which the Joint Purse was based, but the trans-Indian traffic is considerably less (*see* paragraphs 9 and 10 of the Report).

Australasian traffic shows a large falling-off during 1897-98, the total amount being 54,474 $\frac{1}{2}$  less than in the previous year, and the Department's share is 1,384 $\frac{1}{2}$  less than last year. The sum drawn out of the Purse is, however, 3,293 $\frac{1}{2}$  more than the amount earned by the Department in 1889 when the Australasian Message Fund was formed.

The general working of the Department continues to be very satisfactory. Only one total interruption to traffic between Teheran and Karachi occurred during the year, and only lasted 22 hours 56 minutes. The cables and land lines are, considering their age, in a sound condition. The speed and accuracy of transmission are also satisfactory.

The murder of Mr. Graves and the rising of the Baluchis on the Mekran Coast were fully reported at the time. Considerable damage was done to the land lines during the latter disturbance, but the cables fortunately worked well, and the through traffic was not interfered with. The lines have now been repaired, and the districts appear to be more settled.

EDMUND NEEL,

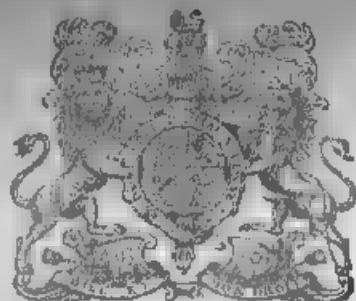
Secretary, Public Works Department.

13th December 1898.



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SUPPLEMENT TO  
**The Gazette of India.**

No. 8.1 CALCUTTA, SATURDAY, FEBRUARY 25, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully or more known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, February 11th, 1899.**

The slight disturbance which had formed in Upper Sind at the close of the previous week lay over Rajputana on the morning of the 5th. A secondary depression began to form in the East Punjab during the day. This subsidiary depression was of moderate intensity but was the chief feature of the weather on the morning of the 6th. It filled up as rapidly as it formed during the day and high pressure conditions were re-established in North-Western India on the 7th. The primary or original disturbance advanced through Central India on the 6th, the eastern districts of the North-Western Provinces and Bihar on the 7th, Assam and Upper Burma on the 8th, and broke up or passed outside India during the next 24 hours.

A second disturbance passed into Baluchistan on the 8th from the plateau of Iran. It marched along the usual track of cold weather storms through Rajputana, on the 10th, into the Central districts of the North-Western Provinces on the 11th.

The two disturbances described above gave moderate rain in Baluchistan, light to moderate rain over the greater part of the Punjab, the Gangetic Plain, Berar and the Central Provinces and moderate to heavy snow in the North-West Himalayas.

Weather was fine throughout the week in Burma and the Peninsula, with the exception of Southern India, which obtained moderate rain from thunderstorms, chiefly on the 8th and 9th.

The mean temperature of the week was in moderate to considerable excess of the normal over nearly the whole of Northern and Central India and the Central Provinces, and approximately normal in Burma and the Peninsula. The excess was most pronounced in Rajputana ( $5^{\circ}$ ), Central India and the North-Western Provinces (each  $4\frac{1}{2}^{\circ}$ ).

**Daily Summary.—Sunday, February 5th.**—Pressure was unchanged in the Peninsula and differed very slightly from the normal of the day. It had increased briskly in Burma and North-Eastern India and was in slight to moderate



rate excess in that area. Pressure had given way briskly in Rajputana due to the transfer to that area of the disturbance which was forming in Upper Sind at the close of the previous week. Pressure had increased slightly in the rear of the depression in Upper Sind and was now from a twelfth to a tenth of an inch below the normal over the whole of Rajputana, Kathiawar and Upper Sind. Winds were from their normal cold weather directions in the Peninsula. They were light to unsteady in the Burmese Peninsula and Bengal and had shifted to easterly directions in the Gangetic Plain under the influence of the disturbance in Rajputana. Humidity had increased rapidly in Sind, Gujarat, Central India, Berar and the Central Provinces and at the hill stations in Upper India. Skies were free from cloud in parts of Bengal, Burma and Southern India and more or less clouded in the remainder of the country. They were overcast in Baluchistan and Upper India. Light rain or snow had fallen in Baluchistan, Kashmir and the Punjab hill and submontane districts. The mean temperature of the previous 24 hours was more or less largely in excess of the normal in the North-Western Provinces, Rajputana, the Punjab, Central India, Berar, Bihar and Gujarat, in slight to moderate defect in the southern half of the Peninsula and practically normal in the remainder of India.

*Monday, February 6th.*—Pressure had increased to a slight extent in Baluchistan, Sind, Gujarat and West Rajputana and had decreased over nearly the whole of the remainder of the country. The fall was brisk in Bundelkhand and the neighbouring districts and brisk to rapid in Kashmir, the Punjab and the western and hill districts of the North-Western Provinces. The depression passing through Rajputana on the previous day was central in Bundelkhand. It was, however, obscured by the formation of a secondary depression in the East Punjab. Pressure was about a seventh of an inch below the normal in the two areas of depression. Winds were irregularly cyclonic in direction over the Punjab, Rajputana, Central India and the Gangetic Plain, but were light in force. Skies were overcast in the North-West Himalayas and heavily clouded in the Punjab and North-Western Provinces. Skies had cleared in Baluchistan. The double disturbance had occasioned light to moderate showers in Baluchistan, the Punjab and the western districts of the North-Western Provinces, and moderate snow in Kashmir and the Punjab Himalayas. Temperature had risen briskly in North-Eastern India and was higher than usual over the whole of the country, with the exception of the Deccan, Mysore and Madras where it was in slight to considerable defect, due chiefly to much lower day temperatures than usual. The excess in the area of increased temperature was most marked in the North-Western Provinces ( $9^{\circ}$ ), Central India ( $7^{\circ}$ ), Rajputana ( $6^{\circ}$ ) and the Punjab ( $4^{\circ}$ ) and was on the whole exhibited more largely in the night than the day temperature.

*Tuesday, February 7th.*—The secondary or the Punjab depression had broken up completely. The primary depression had, on the other hand, advanced eastwards into the eastern districts of the North-Western Provinces and become of less importance. Pressure had hence risen briskly to very rapidly in North-Western and Central India, thus re-establishing high pressure conditions in that area. A slight increase of pressure had also occurred in Burma, Bengal and the greater part of the Peninsula, and pressure was now more or less above the normal throughout the country, with the exception of Sind where it was in slight local defect. The excess was considerable to large in Burma and the Punjab and was most marked in the North Punjab where it was upwards of an eighth of an inch in amount. South-easterly winds held in Bihar and the eastern and central districts of the North-Western Provinces. Skies had cleared in North-Western and Central India but were more or less clouded in the Eastern districts of the North-Western Provinces, Bihar, Chota Nagpur and Bengal. Fairly general rain, light to moderate in amount, had been received in the East Punjab and the North-Western Provinces and some showers in Bihar, the Central Provinces and Central India. Moderate to heavy snow had fallen in the North-West Himalayas. A rapid reduction of temperature had occurred in the North-Western Provinces, Rajputana, Central India and the Punjab and a brisk to rapid increase in Bihar, Chota Nagpur, Mysore and Madras. The mean temperature of the previous 24 hours was  $5^{\circ}$  above the normal in Bihar and Chota Nagpur,  $4^{\circ}$  in Central India, Berar and the North-Western Provinces,  $3^{\circ}$  in Southern India, Mysore, the Central Provinces



and Sind, and  $2^{\circ}$  in Rajputana, the Punjab, Bengal and Assam. Elsewhere the variations were small and unimportant. Temperature was in large defect ( $8^{\circ}$  to  $9^{\circ}$ ) at Simla, Chakrata and Ranikhet.

*Wednesday, February 8th.*—Pressure had again increased briskly to rapidly in Sind, the Punjab and Kashmir, thus emphasizing the high pressure conditions obtaining in that area on the previous day. Pressure had on the other hand fallen to a slight extent in Burma, Assam, Bengal and Bihar due to the eastward advance of the residual disturbance which was in the eastern districts of the North-Western Provinces on the previous day. Pressure was beginning to give way in West Baluchistan on the outskirts of a cold weather disturbance advancing through East Persia. Light to moderate north-west winds had set in over the Punjab and Rajputana and were extending eastwards down the Gangetic Plain. Very strong winds were blowing at Cherat. Light variable airs and calms obtained in Bengal and ordinary easterly winds in the Peninsula. Skies had cleared in North-Eastern India but were moderately clouded in Southern India. Cloud was beginning to form in Baluchistan and the Punjab. Some heavy thundershowers had occurred in East Ceylon and Southern India, and a few light showers had fallen in Bihar and North Bengal. Temperature had increased  $9^{\circ}$  in Baluchistan and was  $12^{\circ}$  above the normal in that area during the past 24 hours. It had fallen  $5^{\circ}$  in Bihar and was normal in that area. The temperature conditions in the remainder of India were similar to those prevailing on the previous day.

*Thursday, February 9th.*—Pressure had decreased throughout the Indian area. The decrease was rapid in Sind and Kashmir and brisk in Baluchistan and the remainder of North-Western India. The disturbance which was in East Persia on the previous day was now crossing the North-West frontier into Upper Sind. Pressure was a twentieth of an inch in defect of the normal at Jacobabad and the depression was hence of very slight intensity. Pressure was normal in the Peninsula and in slight to moderate excess in Burma and North-Eastern India. Winds were light at the hill stations in Upper India and were falling off in the Gangetic Plain where they blew generally from westerly directions. Skies were overcast in Baluchistan, the Punjab and Kashmir and light to moderate rain had fallen in Baluchistan and some light showers in the West Punjab during the previous 24 hours. Local thundershowers had again occurred in Madras and Malabar where skies were overcast. Temperature had diminished rapidly in Baluchistan and was now  $7^{\circ}$  higher than usual in that area. Temperature had on the other hand increased slightly to briskly in Northern India and the northern half of the Peninsula, and was during the past day normal in the Madras Deccan, Orissa, Madras Coast, West Coast and Burma, and from  $2^{\circ}$  to  $5^{\circ}$  above the normal in the remainder of the country due to much higher night temperature than usual.

*Friday, February 10th.*—Pressure had recovered to a slight extent in Baluchistan and had again fallen in India and Burma. The fall was greatest in Rajputana in consequence of the advance to that area of the feeble disturbance passing through Upper Sind on the previous day. The depression was unchanged in character, pressure being as on the 9th only about a twentieth of an inch below the normal of the day in the central area. Winds from northerly directions obtained in the Punjab and light airs and calms in the Gangetic Plain. Winds were increasing in the Peninsula and were from their normal cold-weather directions. Skies had cleared in Baluchistan and were less clouded in the Punjab than on the previous day. They were overcast in Kashmir and more or less heavily clouded in Berar, Central India and the Western and Central districts of the Central Provinces. Baluchistan and the North and Central Punjab had obtained light to moderate rain and Berar and the Central Provinces some local thundershowers. Light snow had fallen in the Murree and Kashmir Hills.

Temperature had fallen  $3^{\circ}$  in Baluchistan and  $2^{\circ}$  in the Punjab, and was during the previous 24 hours in moderate excess in the former and normal in the latter area. The temperature conditions were practically unchanged in other districts.

*Saturday, February 11th.*—The barometric changes of the previous twenty-four hours were unimportant except in the areas affected by the depression.



Pressure had increased briskly in the area covered by the disturbance on the previous day and had fallen rapidly in the central districts of the North-Western Provinces to which area it had now been transferred. Pressure was in somewhat greater defect in the depression than on the previous day. Winds had shifted to southerly directions in Lower Bengal and Chota Nagpur and were of moderate intensity. Winds were cyclonic in direction in the depression but were light. Unusually strong winds prevailed at Cherat, their velocity being at the rate of 44 miles per hour at 8 A.M. Light to moderate north-westerly winds had appeared over Sind, Rajputana and the Punjab. The air was abnormally dry in Gujarat and West Rajputana, the lowest humidity recorded at 8 A.M. was only 6 per cent. at Mount Abu. Skies were more or less heavily clouded in the North-Western Provinces and Central Provinces and numerous light to moderate showers had occurred in these areas and in Bundelkhand, Baghelkhand and the North Punjab. Light snow had fallen in the Murree and Kashmir Hills and hail in the hill districts of the North Western Provinces. A very rapid reduction of temperature had occurred in Berar, thus reducing the temperature considerably below the normal in that area. The mean temperature of the past 24 hours averaged  $7^{\circ}$  above the normal in Rajputana,  $6^{\circ}$  in Chota Nagpur,  $5^{\circ}$  in Central India and the North-Western Provinces,  $4^{\circ}$  in Bihar and Bengal and  $2^{\circ}$  in Assam, Orissa and the Central Provinces. Temperature varied but slightly from the normal in other districts.

**Temperature.**—The mean temperature of the week was in general excess by amounts averaging  $2^{\circ}$  for the whole Indian land area. The only area in which the mean temperature of the month was lower than usual included the Madras Coast and Madras Deccan. The deficiency in that area was however small and of no importance. The excess of the mean temperature of the week over the normal was least marked in Burma, Orissa, West Coast, Bombay Deccan, Mysore and South India and was largest in amount in a belt stretching from Rajputana to Chota Nagpur in which it ranged between  $4^{\circ}$  and  $5^{\circ}$ . It may be noted that in the area of increased temperature the day temperature was almost as largely above the normal as the night temperature.

The following table gives mean temperature variation data of the week:—

Province.	Variation from Normal of Mean Temperature of 24 Hours Preceding 5 A.M. of Date							Mean variation of week.
	5th.	6th.	7th.	8th.	9th.	10th.	11th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	—3.1	+0.2	+0.8	+0.6	+0.1	+0.3	+0.3	+0.3
Assam . . . . .	—0.5	+1.2	+1.7	+2.1	+3.7	+1.1	+2.1	+1.6
Bengal . . . . .	+0.5	+2.4	+1.6	+2.1	+3.9	+3.2	+3.7	+2.5
Orissa . . . . .	—1.5	+0.4	—0.3	—0.7	+1.1	+2.6	+1.9	+0.5
Bihar . . . . .	+2.7	+2.6	+5.2	+0.1	+3.4	+2.6	+4.1	+3.0
Chota Nagpur . . . . .	+1.2	+2.9	+5.1	+4.7	+5.2	+4.8	+6.1	+4.3
North-Western Provinces and Oudh . . . . .	+6.7	+9.0	+3.5	+3.7	+2.3	+1.8	+4.8	+4.5
Punjab . . . . .	+5.0	+4.0	+1.9	+2.3	+2.6	+0.4	+0.8	+2.4
Sind . . . . .	—1.3	+0.8	+3.1	+4.2	+4.8	+4.6	+2.3	+2.0
Rajputana . . . . .	+7.1	+6.3	+2.1	+3.2	+2.8	+4.9	+6.9	+4.8
Gujarat . . . . .	+2.9	+1.1	+0.5	+0.3	+3.7	+4.6	+1.0	+2.0
Central India . . . . .	+5.4	+6.8	+3.7	+3.3	+2.2	+5.0	+5.1	+4.5
Central Provinces . . . . .	+1.6	+3.3	+3.0	+2.8	+2.8	+4.5	+2.2	+2.9
Berar . . . . .	+3.6	+1.4	+3.5	+4.3	+4.8	+4.6	—3.7	+2.6
West Coast . . . . .	+1.0	+0.2	—0.4	—0.1	0	0	+0.3	+0.1
Bombay Deccan . . . . .	+0.8	—0.7	—1.1	0	+1.7	+2.6	+1.6	+0.7
Mysore . . . . .	—2.7	—1.7	+2.9	+2.8	+1.6	+0.9	+0.3	+0.6
Madras Coast . . . . .	—2.0	—2.3	—0.4	—0.5	+0.0	+1.1	—0.8	—0.6
Madras Deccan . . . . .	—1.2	—3.5	—0.7	+0.1	0	—0.2	—1.1	—0.9
South India . . . . .	—2.1	—1.9	+2.0	+3.2	+1.9	+1.6	+0.7	+0.9
Mean for whole of India . . . . .	+1.4	+1.6	+1.9	+1.9	+2.5	+2.6	+1.9	+2.0



**Rainfall.**—The conditions under which the precipitation of the week occurred have been fully indicated in the general summary. The rainfall returns show that practically or absolutely no rain fell during the week in Burma, Assam Surma and Hills, Bengal (excepting Central Bengal), the eastern districts of the North Western Provinces, the South and Central Punjab, Rajputana, Central India and the whole of the Peninsula north of Lat.  $12^{\circ}$  N. The deficiency over the greater part of the rainless area was however very slight as the normal fall of the period is small in amount. In the area of effective rainfall the average amounts received ranged from a tenth of an inch in Assam Brahmaputra to 2.34 inches in the Punjab Hills and differed but little from the normal in Central and North Bengal, Chota Nagpur, North Bihar, South Oudh, the South-East Punjab and the west of the North-Western Provinces. The fall of the week was in moderate excess of the normal in South Madras, Malabar, Coorg, Madras, South-Central, the North-Western Provinces Hills and West Submontane and Baluchistan and in large excess in the Punjab Hills which obtained 1.59 inches more than their normal quantity, *viz.*, 0.75 inch.

The most noteworthy daily falls recorded during the week were 2.94 inches at Dehra Dun on the 7th, 2.84 inches at Trivandrum on the 9th and 2.25 inches at Dharamsala on the 7th and the principal totals 6.70 inches at Srivilliputtur (Tinnevely), 4.31 inches at Palampur (Kangra), 4.22 inches at Cochin (Malabar), 3.16 inches at Coonoor (Nilgiris) and Pithoragarh (Almora) and 3.09 inches at Dehra Dun.

The seasonal rainfall continues more or less in defect of the normal over the whole of the country with the exception of Bengal, Chota Nagpur, Bihar, Oudh, the eastern districts of the North-Western Provinces, Malabar, Coorg, South Madras and Madras South-Central. The deficiency is moderate to considerable in amount in Orissa, the western districts of the North-Western Provinces, the greater part of the Punjab and Baluchistan. It may be noted that no rain has fallen during the past six weeks in Sind and Rajputana areas which usually obtained light to moderate rain during the period.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 11TH FEBRUARY 1899.			RAINFALL DATA FROM JANUARY 1ST TO FEBRUARY 11TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, January 1st to February 11th.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'04	-0'04	0	0'07	-100
	2. Lower Burma Deltaic	0	0'07	-0'07	0	0'28	-100
	3. Central do.	0	0'05	-0'05	0	0'15	-100
	4. Upper do.	0	0'01	-0'01	0'12	0'18	-33
	5. Arakan	0	0	0	0	0'12	-100
BENGAL AND ASSAM	6. Eastern Bengal	0'07	0'24	-0'17	1'31	0'97	+35
	7. Assam Surma	0'01	0'25	-0'24	0'96	1'18	-19
	8. Do. Hills	0'05	0'21	-0'16	0'93	1'23	-24
	9. Do. Brahmaputra	0'10	0'29	-0'19	0'95	1'41	-33
	10. Deltaic Bengal	0'01	0'41	-0'40	0'90	1'03	-13
	11. Central do.	0'18	0'23	-0'05	1'80	0'75	+137
	12. North do.	0	0'06	-0'06	0'73	0'64	+14
	13. Bengal Hills	0	0'15	-0'15	1'04	1'15	-9
	14. Orissa	0'03	0'22	-0'19	0'08	0'70	-89
	15. Chota Nagpur	0'20	0'36	-0'07	1'30	1'10	+18
NORTH-WESTERN PROVINCES AND ODISHA.	16. South Bihar	0'37	0'18	+0'19	2'26	0'89	+154
	17. North do.	0'15	0'13	+0'02	1'27	0'83	+53
	18. North-Western Provin- ces East	0'05	0'28	-0'17	1'16	0'86	+35
	19. South Odish	0'14	0'08	+0'06	1'01	0'85	+19
	20. North do.	0'19	0'07	+0'12	0'99	0'96	+3
	21. North-Western Provin- ces Central	0'17	0'07	+0'10	0'38	0'67	-43
	22. North-Western Provin- ces West	0'12	0'11	+0'01	0'17	0'74	-77
	23. North-Western Provin- ces East Submon- tane	0'06	0'17	-0'11	1'06	0'77	+38
	24. North-Western Provin- ces West Submon- tane	0'71	0'34	+0'37	1'04	1'82	-43
	25. North-Western Provin- ces Hills	1'35	0'76	+0'59	2'54	3'34	-24
PUNJAB	26. South-East Punjab	0'17	0'11	+0'06	0'19	0'93	-80
	27. South do.	0'01	0'11	-0'10	0'01	0'85	-99
	28. Central do.	0'01	0'31	-0'30	0'32	1'00	-61
	29. Punjab Submontane	0'33	0'42	-0'09	0'39	2'02	-81
	30. Do. Hills	2'34	0'75	+1'59	3'12	4'15	-25
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	31. North Punjab	0'00	0'43	+0'23	1'21	2'38	-49
	32. West do.	0'19	0'09	+0'10	0'35	0'04	+45
	33. Malabar	0'56	0'04	+0'52	0'78	0'39	+100
	34. Madras South-Cen- tral	0'58	0'08	+0'50	0'58	0'31	+87
	35. Coorg	0'07	0'02	+0'05	0'07	0'33	+103
CENTRAL PROV- INCES AND BERAR.	36. Mysore	0'04	0'01	+0'03	0'04	0'08	-50
	37. Konkan	0	0	0	0	0'12	-100
	38. Bombay Deccan	0	0	0	0	0'07	-100
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'01	0	+0'01	0'01	0'11	-91
BOMBAY (NORTH).	41. Berar	0'26	0'01	+0'25	0'26	0'33	-21
	42. Central Provinces West	0'24	0'05	+0'19	0'24	0'59	-59
	43. Central Provinces Cen- tral	0'37	0'09	+0'28	0'38	0'72	-47
	44. Central Provinces East	0'22	0'08	+0'14	0'24	0'65	-63
	45. Gujarat	0	0	0	0	0'07	-100
RAJPUTANA AND CENTRAL INDIA.	46. Kutchiwar	0	0'04	-0'04	0	0'07	-100
	47. Sind	0'01	0'07	-0'06	0'01	0'53	-98
	48. Baluchistan Hills	0'83	0'51	+0'32	1'45	2'85	-49
	49. Central India East	0'03	0'03	+0'05	0'20	0'49	-59
	50. Rajputana East, Cen- tral India West	0'01	0	+0'01	0'01	0'25	-96
MADRAS	51. West Rajputana	0	0'02	-0'02	0	0'34	-100
	52. East Coast North	0	0'05	-0'05	0'04	0'25	-83
	52-A. Do. do. (a)	0	0	0	0	0'09	-100
	53. Hyderabad South	0	0'02	-0'02	0	0'23	-100
	54. Madras Central	0	0	0	0	0'06	-100
	55. East Coast Central	0	0'03	-0'03	0'01	0'44	-98
	56. Do. South	0'16	0'15	+0'01	0'37	0'78	-53
	57. Madras South	0'01	0'20	+0'19	1'31	0'90	+46

HEM RAJ,

Offg. Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 16th February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 18th February.*—No rain fell during the week except very slight showers in Ganjam and Vizagapatam. The water-supply is generally sufficient. Some sowings are being made. The standing crops are generally in fair condition. The harvest is yielding a fair outturn. Pasturage is scarce, but fodder is generally sufficient. Prices are generally falling.

**Bombay.**—*For week ending 22nd February.*—The standing crops have been damaged by frost in parts of the Upper Sind Frontier and by rats in one taluka of Bijapur. American cotton has been blighted in two talukas of Dharwar. The harvesting of the late crops is progressing in seventeen and preparations for next season are being made in nine districts. Cotton-picking continues in parts of Guzerat and Kathiawar. Fodder is sufficient except in parts of Sind. Agricultural stock is healthy. Prices have risen in seven, have fallen in three districts, and are stationary elsewhere.

**Bengal.**—*For week ending 20th February.*—Slight rain fell during the week in almost every district of the Province, except those of the Orissa Division. The rain was accompanied by hail in places in Bihar, but not much damage to the crops is reported. The general prospects of the crops continue favourable. The spring crops are maturing, and poppy is coming into flower. Sugarcane-pressing is approaching completion. Spring rice is still being transplanted. Lands are being ploughed for autumn rice and jute. The fodder-supply is everywhere sufficient. The price of common rice continues almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 22nd February.*—With the exception of slight showers in a few districts clear weather has prevailed generally. The standing crops are flourishing, and are being irrigated where necessary. The pressing of sugarcane continues and planting of the new sugarcane crops has commenced in parts. The poppy crop is thriving and promises well. Damage to crops by rats is reported from some districts. Prospects continue favourable. Supplies and fodder are sufficient. Prices show a slight fall in a few districts but are otherwise stationary or rising.

**Punjab.**—*For week ending 22nd February.*—More or less rain has fallen in the Umballa, Ferozepore, Mooltan, Lahore, Sialkote, Rawalpindi, Peshawar and Dera Ismail Khan districts. Pressing of sugarcane and ploughings for the extra spring crops continue. The standing crops have been generally benefited in the districts where rain has fallen recently. Crops on unirrigated areas are failing from drought in Delhi. The condition of the standing spring crops is generally good to average. The gram and rapeseed crops are being damaged by caterpillars and rust in Ferozepore, and the sugarcane crop has been damaged by frost in parts of Sialkote. Cattle are generally in good condition. Fodder is sufficient except in Delhi, Shahpur and parts of the Umballa districts. Prices, especially of wheat, are rising in Hissar and Sialkote, falling in Shahpur, Rawalpindi, Peshawar and Dera Ismail Khan and are unchanged elsewhere. Wheat is selling from 15½ to 20½, gram 19 to 25, barley 19, bulrush millet 19 to 25, maize 25 to 34, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 21st February.*—The weather is clear. The nights and mornings are cool but the days are becoming warm. The recent rain has benefited the late sowings in Mandla. The recent cloudy



weather has damaged the standing crops in Bhandara. The extent of the damage to crops caused by hail in Saugor and Seoni is being ascertained, otherwise prospects are unaltered. The threshing of the autumn crops has almost been completed and the pressing of sugarcane continues. The reaping of the winter crops is progressing. Employment for agricultural labour is scarce in the Haka tahsil of Damoh. Fodder is becoming scarce in the Bargarh tahsil of Sambalpur. The cheapest prices are—wheat  $19\frac{1}{2}$ , gram 30, rice 22, and *juar* 28 seers per rupee. The dearest prices are—wheat  $12\frac{1}{2}$ , gram 16, rice 11 and *juar* 20 seers per rupee.

**Burma.**—*For week ending 18th February.*—In Lower Burma threshing is nearing completion and winnowing is well advanced. Dry weather paddy has been sown in Tavoy. In Upper Burma cultivation of the dry weather crops is progressing and prospects continue fair or good. The price of paddy has risen from three to five per cent. in Rangoon and seven other districts of Lower Burma and ten per cent. in Thayetmyo and Pakokku. Prices are stationary elsewhere.

**Assam.**—*For week ending 21st February.*—Rain fell in most districts during the week. Land is being prepared for early rice in the Assam Valley districts and for low land rice in Sylhet. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the mustard crop are fair and of sugarcane and pulses generally good. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet. Water is insufficient in the Khasi and Jaintia Hills and in parts of Sylhet. Prices—common rice, Silchar 15 to  $15\frac{1}{2}$ , Sylhet, Dhubri, Gauhati and Tezpur 16, Nowgong 14, Sibsagar 13 and Dibrugarh  $13\frac{1}{2}$  seers per rupee.

**Mysore and Coorg.**—*For week ending 22nd February.*—**MYSORE:** The standing crops are in good condition. Paddy has been harvested in parts of Tumkur, Kolar, Mysore and Chitaldrug. Prices have fallen slightly in Bangalore, Hassan and Shimoga and risen in Kolar and Kadur.

**COORG:**—The threshing of rice and coffee-picking continue. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar and Hyderabad.**—*For week ending 22nd February.*—**BERAR:** The weather is cool. Harvesting of the winter crops is in progress and ploughing of fields for the ensuing monsoon crops continues. A scarcity of fodder and water prevails in parts of the province. Prices are fluctuating.

**HYDERABAD:** No rain fell during the week. The harvesting of the spring crops is progressing. The winter rice crop is in fair condition. Prices are almost stationary. Prices—wheat  $9\frac{1}{2}$ , coarse rice  $10\frac{1}{2}$  and *jawari* 22 seers per current sicca rupee.

**Central India.**—*For week ending 22nd February.*—No rain fell in Central India during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops have been slightly damaged in Gwalior and Malwa, but are in good condition elsewhere. Agricultural stock is healthy and pasturage sufficient. Prices are above the normal in Bundelkhand and normal elsewhere. The condition of opium is good in Gwalior and Indore and fair in Malwa.

**Rajputana.**—*For week ending 22nd February.*—No rain fell during the week. Irrigation of crops continues. Their condition is generally good but slight damage by frost is reported from Ajmere-Merwara and by hail from Kerowlee. Cattle are generally in good condition. Fodder is still scarce in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in Ajmere and five States, falling in Jeysulmere and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 79 persons emigrated during the week. The total emigration up to date amounts to 4,115 persons. The numbers employed on



relief works were—3,962 in Merwara and 1,067 in Marwar. Prices—Ajmere 19, Beawar 22, and Marwar 19 seers per rupee.

**Kashmir.**—*For week ending 21st February.*—The weather has been cloudy but is now fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 22nd February.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are falling slightly, wheat selling at 18 and maize 25 seers per rupee.

**Nepal.**—*For week ending 18th February.*—Rainfall 0·16. The weather is sunny and clear. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy	...	...	24'52	...	...	...	...	...	...	...	...	...
Moulmein and Amherst	...	...	30'9	...	30'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon	...	...	28'67	...	35'56	...	...	...	...	...	...	...
Thongwa	...	...	30'19	...	...	...	...	...	...	...	...	...
Bassein	...	...	29'5	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada	...	...	22'78	...	...	...	...	...	...	...	...	...
Toungoo	...	...	29'63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay	...	...	30'49	...	26'73	...	...	...	...	...	...	...
Bhamo	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku	...	...	28'19	...	...	...	...	...	...	...	14'21	...
<i>Arahan—</i>												
Kyaukpadaung	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	26'46	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara	...	...	...	...	...	...	...	...	...	...	...	...
Goalhail	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong	...	...	...	...	...	...	...	...	...	...	...	...
Dacca	...	...	...	...	...	...	...	...	...	...	...	...
<i>Deltaic—</i>												
Midnapur	...	...	...	...	...	...	...	...	...	...	...	...
Calcutta	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bardwan	...	...	...	...	...	...	...	...	...	...	...	...
Pabna	...	...	...	...	...	...	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur	...	...	...	...	...	...	...	...	...	...	...	...
<i>Oriya—</i>												
Cuttack	...	...	...	...	...	...	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna	...	...	...	...	...	...	...	...	...	...	...	...
<i>Bihar, north—</i>												
Bhagalpur	...	...	...	...	...	...	...	...	...	...	...	...
Muzaffarpur	...	...	...	...	...	...	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Banarn	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore	...	...	...	...	...	...	...	...	...	...	...	...
Jhansi	...	...	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut	...	...	...	...	...	...	...	...	...	...	...	...
Agra	...	...	...	...	...	...	...	...	...	...	...	...
<i>Submontane, west—</i>												
Shahjahanpur	...	...	...	...	...	...	...	...	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow	...	...	...	...	...	...	...	...	...	...	...	...
<i>Northern—</i>												
Pyzabad	...	...	...	...	...	...	...	...	...	...	...	...

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GHI.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tenasserim—
												Mergui.
						37'64						Tavoy.
						35'73		50'38				Moulmein and Amherst.
												Pegu (deltaic)—
						27'39		38'1				Rangoon.
												Thongwa.
						37'88						Bassein.
												Pegu (inland)—
								60'42				Henzada.
						38'1						Toungoo.
												Upper Burma—
						19'88						Mandalay.
												Bamo.
						20		55'63				Pakokko.
												Aran—
						43'86		65'36				Kyaukpym.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gauhati.
												Bengal—
						37'5	58			400	400	Eastern—
						25	47'5	25	60	420	350	Chittagong.
												Dacca.
												Deltic—
										350	320	Midnapur.
32'5	45			13'75	22'5	37'5	43'75	30	35	330	330	Calcutta.
						30	45	31'25	50'5	320	300	Central—
						24'06	30	18'12	37'19	350	360	Bardwan.
												Pabna.
				15	25	20	47'5	40	70	240	300	Northern—
												Rangpur.
						30'94	24'23	19'06	30'47	360	360	Orissa—
												Cuttack.
			15	10'62	19'06	15	34'37	15	27'5	270	260	Bihar, south—
												Patna.
				10'94	19'06	16'87	40	19'37	44'37	310	280	Bihar, north—
				13'28	20	15'94	37'5	25	30	304'09	260'56	Bhagalpur.
			14'53									Muzaffarpur.
												N.W. Provinces—
17'5	25'37			13'85	25	16'98	39'06	24'95	55'83	309'27	293'33	Eastern—
												Benares.
15'36	20'78			12'13	18'59	16'67	30'78	20	42'16	278'24	255'99	Central—
13'91	18'59			11'67	18'28	15'30	32'03	22'86		266'07	245	Cawnpore.
												Jhansi.
				14'53		19'01	36'25			290'88		Western—
												Meerut.
16'36	21'09			13'44		16'56	35'62	22'5	50'25	270	260'56	Agra.
												Sudamans, west—
14'11	20'47					15'83				290	265	Shahjahanpur.
												Oudh—
14'79	22'19			12'5	21'98	19'01	40	21'56		290	270	Southern—
												Lucknow.
				13'8	21'56	18'59	34'02	20		295	295'52	Northern—
												Kyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	G.R.		SALT.		TOBACCO LEAF.		TURMERIC.		GRAMS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Lavoy . . . . .	...	...	28'19	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25'00	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19'05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	24'91	...	...	...	...	...	...	...	...	...
Saigon . . . . .	...	...	22'01	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	24'68	...	...	...	...	...	...	...	...	...
Loungoo . . . . .	...	...	28'59	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24'71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	44'44	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brumaputra—</i>												
Coalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	8'5	2'5	...	...
<i>Delhi—</i>												
Midnapur . . . . .	...	...	35	36'87	60 and 82'5	47'5 and 62'5	...	...	...	...	1'35	6'3
Calcutta . . . . .	...	...	33'25	35'62	60	70	...	...	8'75	7'5	6'25	5'63
<i>Central—</i>												
Hardwar . . . . .	...	...	33'12	35'75	...	...	...	...	...	...	2'5	3'5
Panna . . . . .	...	...	36'75	39'06	75	70	...	...	...	...	7'5	7'5
<i>Northern—</i>												
Kaegpor . . . . .	...	...	40	40	80	60	...	...	5'75	1'17(a)	8	1'17(4)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	30	31'25	45	80	...	...	5'57	5'56	...	2'83
<i>Utkal, south—</i>												
Patna . . . . .	...	...	35	30'25	30	30	...	...	2'5	3'12	2'5	...
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	28'75	40	42'5	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	30'25	36'25	100	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Meerut . . . . .	31'2	38'59	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore . . . . .	33'33	40	...	...	52'5	65	117'5	100	...	...	...	...
Jhansi . . . . .	40	40	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	34'79	36'25	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	37'5	40	...	...	40 to 80	...	100	...	5	...	5'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	30'78	30'06	...	...	...	...	140 and 145	105 and 110	...	...	...	...
<b>Udch—</b>												
<i>Southern—</i>												
Lucknow . . . . .	31'98	40	...	...	72'5	25	...	...	3'12	3'75	2'5 and 4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	28'59	...	...	...	...	...	...	...	...	...	...	...

(a) Per bundle.



(The figures represent prices per ten mounds in rupees and decimals of a rupee.)

[illegible]



## WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmer . . . . .	32'33	33'33	..	..	39'63	39'06	..	..	21'09	25	20	20'19
<b>Punjab—</b>												
<i>Southern—</i>												
Ferozepur . . . . .	15'36	17'5	40	35	31'04	34'37	25'62	38'73	13'5	20	15'30	30
<i>Central—</i>												
Lahore . . . . .	16'00	23	28'39	30'06	31'09	31'08	34'43	33'62	21'3	23'12	23'36	30'38
<i>South-eastern—</i>												
Delhi . . . . .	20	25	30'78	36'35	32'24	36'35	26'67	41'04	15'36	21'04	16'3	20
<i>Submontane—</i>												
Amritsar . . . . .	16'3	25'78	31'98	45'73	19'53	30'78	21'18	34'06	..	..	..	21'04
<i>Northern—</i>												
Rawalpindi . . . . .	16'02	30	42'66	57'45	32'19	31'41	26'23	33'73	12'92	21'04	11'33	21'04
<i>Western—</i>												
Multan . . . . .	12'86	18'12	44'22	37'97	24'58	35'52	30'16	37'97	14'34	23'44	10'75	24'22
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	..	..	30'62	40'5	28'12	37'81	..	..	20'16	27'3	18'44	23'44
Shikarpur . . . . .	..	..	..	..	24'60	34'84	..	..	..	21'87	..	20'62
Quetta . . . . .	..	..	..	..	26'15	40	60	65	20'62	28'73	17'5	17'5
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	..	..	..	..	24'33	40'21	..	..	..	..	..	10'43
Sholapur . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
Poona . . . . .	..	..	..	32'5	..	..	..	..	..	..	..	..
<i>Khandesh—</i>												
Ahmadnagar . . . . .	..	..	..	..	20'84	..	..	..	..	..	..	..
Dhulia . . . . .	..	..	..	..	..	..	..	..	..	..	14'70	..
<i>Gujarat—</i>												
Surat . . . . .	..	..	..	..	34'58	..	..	..	..	..	15'83	23'04
Ahmadabad . . . . .	27'25	28'75	32'5	..	..	..	..	..	..	..	..	..
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	..	..	28	33	29	34	24'75	..	..	..	16'3	21
<i>Central—</i>												
Jubbulpore . . . . .	20	21'06	21'06	28'56	25'81	38'06	27'86	42'12	..	..	16	20
<i>Eastern—</i>												
Raipur . . . . .	..	..	20	30	23	36	31	50	..	..	..	..
<b>Bihar—</b>												
Bhojpur . . . . .	..	..	..	..	35'73	32'63	..	..	..	..	12'5	23'34
Ellichpur . . . . .	..	..	61'33	66'66	40	53'33	50	57	..	..	15'37	22'23
Arrah . . . . .	..	..	40	50	36'36	53'12	44'44	50'87	..	..	13'33	22'19
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	..	..	..	..	..	..	..	..	..	..	23	28'8
Salem . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
<i>Central—</i>												
Bellary . . . . .	..	..	..	..	..	..	..	..	..	..	15'3	22'8
<i>Cuddapah</i>												
Karur . . . . .	18'3	27'9	35'6	47	..	..	..	..	..	..	17'4	29'7
<i>East Coast, central—</i>												
Nellore . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
<i>East Coast, south—</i>												
Madras . . . . .	17'1	28'8	24'7	48	..	..	..	..	..	..	..	..
Tanjore . . . . .	19'3	26'4	37'3	52'1	..	..	..	..	..	..	..	..
Trichinopoly . . . . .	..	..	..	..	..	..	..	..	..	..	..	..
<i>Southern—</i>												
Madras . . . . .	..	..	..	..	..	..	..	..	..	..	21'1	30'5
<b>Mysore—</b>												
Mysore . . . . .	21'18	24'2	32'91	43'83	30'19	62'60	46'63	101'48	..	..	18'39	20'12
Bangalore . . . . .	25	19'8	40	34'87	43	58'8	35'5	54'88	..	..	23'5	25'51



The figures represent prices per ten mounds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DAL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'05	26'72	...	...	20	24'06	24'06	40	...	...	320	320	Rajputana— Eastern— Ajmer.
20	20'62	...	...	14'27	19'69	16'15	31'12	35'33	35'87	295	310	Panjab— Southern— Perozpur.
16'98	25	...	...	12'81	22'19	16'82	31'66	30'78	56'09	320	319'44	Central— Lahore.
18'39	20	...	...	14'53	21'04	19'06	35'35	27'6	47'03	212'81	320	South-eastern— Delhi.
...	...	...	...	...	21'04	15'66	34'79	...	...	...	...	Submontane— Amritsar.
16'56	23'44	...	...	13'75	22'19	17'81	35	33'33	50'36	278'28	290'94	Northern— Rawalpindi.
16'67	25	...	...	13'43	22'19	20	37'97	...	...	320	320	Western— Multan.
20'31	26'23	...	...	...	...	23'91	37'08	37'5	65	340	350	Sind and Baluchistan— Karachi.
...	...	...	...	...	...	19'97	53'75	...	...	...	310'25	Shikarpur.
...	...	...	...	22'5	31'36	...	...	47'5	...	280 to 320	330	Quetta.
...	...	...	...	...	...	25'99	...	...	...	...	...	Bombay— Deccan— Dharwar.
16'56	...	...	...	...	...	24'63	47'81	...	...	...	...	Sholapur.
20'31	...	...	...	...	...	...	...	...	...	...	...	Poona.
19'95	...	...	...	...	...	21'61	...	...	...	...	...	Khandesh— Ahmadnagar.
19'84	...	...	...	...	...	...	...	...	...	...	...	Dhulia.
21'61	...	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
22'5	...	...	...	...	...	...	...	23'75	...	...	...	Ahmadabad.
...	...	...	...	...	...	20	34	26	34	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	33'31	25'81	50	860	245	Central— Jubbulpore.
...	...	...	...	...	...	15	43	20	60	270	260	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Berar— Bisim.
25	40	...	...	...	...	29'62	50	29'62	50'5	360	320	Ellichpur.
16'67	28'75	...	...	...	...	23	44'27	26'07	50	390	300	Amravati.
...	...	...	...	...	...	30'2	30'9	...	...	380'4	400	Madras— South, central— Coimbatore.
...	...	21'1	22'7	...	...	...	...	28'2	28'1	316'6	351'4	Salem.
...	...	...	...	...	...	29'6	60	...	...	269'8	384'6	Central— Bellary.
18'4	37	...	...	...	...	...	...	...	...	238'4	300	Cuddapah.
...	...	...	...	...	...	...	...	...	...	...	...	Karaul.
...	...	30	30'3	...	...	...	...	17'8	35'6	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	28'2	28'8	...	...	279'7	329'1	East Coast, south— Madras.
...	...	15'2	26	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
20'7	31	...	...	...	...	...	...	29'9	31	...	...	Southern— Madras.
...	...	24'41	24'55	...	...	13'44	27'71	68'07	68'07	334'5	331'87	Mysore— Mysore.
...	...	15'03	24'82	...	...	23'06	37'24	51	47'04	394	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF JANUARY 1898 AND 1899—continued.

Districts.	GUM.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	47'81	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Bacapur . . . . .	...	...	...	...	50	50	133'33	115	3'28	3'75	3'28	5
Central—												
Lahore . . . . .	...	...	...	...	53'51	57'13	110'31	114'97	8'02	10	4'43	6'25
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	123'07	123'07	7'97	5'73	7'07	10
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	123'12	100	4'01	5	5	6'41
Western—												
Multan . . . . .	...	...	...	...	100	100	145'47	135'33	3'96	3'33	5	6'67
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	60	70	...	...	...	130	125	105	...	...	...	...
Shikarpur . . . . .	38'12	40	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	51'82	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	51'06	...	...	...	...	...	...	...	...	...	...	...
Khandsish—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Deccan—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	39	38'50	60	60	140	130	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	42	42	130	180	135	100	...	...	...	...
<b>Berar—</b>												
Balson . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	320	130	76'28	...	...	...	...
Amravati . . . . .	...	...	...	...	120	200	125	105	31(a)	3	22(a)	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	57'6	85'2	...	...	119'8	121'3	95'9	44'2	...	...	6	6'6
Central—												
Belary . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Chudupah . . . . .	55'6	63'4	...	...	...	...	...	...	...	...	...	...
Karaul . . . . .	...	...	...	...	52'7	66'7	131'6	123	...	...	...	...
East Coast, central—												
Nellur . . . . .	...	...	...	...	...	...	...	...	...	...	5'9	5'4
East Coast, south—												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore . . . . .	55'9	57'6	...	...	139'9	121'7	98'8	57'6	...	...	...	...
Tichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
Southern—												
Madras . . . . .	...	...	...	...	106'8	111'7	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	63'50	66'51	...	...	374	374	155'83	124'67	10'71	10'71	7'14	7'14
Bangalore . . . . .	49	68'55	...	...	332'3	342'75	110'94	85'60	8'25	3'8	10'5	13'71

(a) Per 100 pulleys weighing on an average 150 lbs.



The figures represent prices per ten mounds in rupees and decimals of a rupee.)

JAWAR STALKS.		RUMAL.		SHEEP, PER SCORE.		GOATS, PER SCORE.		FLOUGH BULLOCKS, PER PAIR.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer.
4'01	3'12	...	...	50	50	...	...	75	75	Punjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'27	8	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4'01	6'67	...	...	50	35	...	...	60	60	Northern— Rawalpindi.
5'68	4'01	...	...	50	50	...	...	70	70	Western— Mukna.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	...	...	...	...	...	...	Quetta.
...	...	7'5 8'0 8'13	9'37	40 to 140	40 to 140	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhule.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	37	...	...	42	27	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amruti.
3 3'5(a)	4 3'5(a)	...	...	50 50	50 50	...	...	60 80	90 90	Madras— South, central— Coimbatore. Salem.
8'5	8'5	...	...	85 80	85 80	85 80	85 80	60 ...	60 ...	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	100	120	100	120	100	140	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	35 30	35 30	35 30	35 30	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	40	Mysore— Mysore. Bangalore.
3'29	3'96	...	...	100	100	...	...	70	70	
...	...	...	...	300	160	...	...	145	120	

(a) Per 100 pulices weighing on an average 745 lb.

FINANCE AND COMMERCE DEPARTMENT.

February 23, 1899.

J. A. ROBERTSON,

Off. Director-General of Statistics

H. H. RISLEY,

Off. Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CRUJUM (Sorghum vulgare).		BAJRA OR GUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergui . . . . .	...	...	...	...	12 —	12 —	12 14	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	13 13	13 13	...	...	...	...
Moulmein and Amphur . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<b>Pegu (deltaic)—</b>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Bangkok . . . . .	10 4	9 —	...	...	11 —	11 —	14 —	14 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 5	11 15	11 14	...	...	...	...
Bansein . . . . .	...	...	...	...	12 7	13 —	12 15	12 9	...	...	...	...
<b>Pegu (inland)—</b>												
Tharawadi . . . . .	...	...	...	...	11 11	12 5	14 —	16 7	...	...	...	...
Heanda . . . . .	...	...	...	...	12 7	13 14	14 5	13 14	...	...	...	...
Pyaw . . . . .	...	...	...	...	10 14	11 5	13 5	14 12	...	...	...	...
Tungoo . . . . .	...	...	...	...	11 3	14 9	12 5	18 9	...	...	...	...
Thayemyo . . . . .	13 6	13 5	...	...	11 10	12 10	13 3	15 5	39 3	39 3	...	...
<b>Upper Burma—</b>												
Mandalay . . . . .	13 14	13 3	...	...	11 6	11 5	11 —	12 13	...	...	...	...
Bamo . . . . .	...	...	...	...	11 4	12 2	13 6	13 6	...	...	...	...
Pakokka . . . . .	...	...	...	...	10 10	10 10	12 5	13 —	37 —	61 10	...	...
Meiktila . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	32 15	56 14	...	...
<b>Arakan—</b>												
Sandoway . . . . .	...	...	...	...	10 1	16 12	24 11	23 5	...	...	...	...
Kyaukpada . . . . .	...	...	...	...	12 —	12 4	13 —	13 1	...	...	...	...
Kayab . . . . .	...	...	...	...	14 —	15 —	15 —	16 —	...	...	...	...
<b>Assam—</b>												
<b>Surma—</b>												
Sylhet . . . . .	...	...	...	...	13 5	10 —	16 7	14 8	...	...	...	...
Lachar . . . . .	8 —	8 —	...	...	7 11	7 9	13 14	10 11	...	...	...	...
<b>Hill tracts—</b>												
Khasi and Jaintia Hills . . . . .	3 —	3 —	...	...	5 —	5 —	7 —	6 8	...	...	...	...
Garo Hills . . . . .	...	...	...	...	5 —	4 —	20 —	16 —	...	...	...	...
Manipur . . . . .	...	...	...	...	30 —	30 —	35 —	34 —	...	...	...	...
<b>Neahmaputra—</b>												
Goalpara . . . . .	20 —	19 —	...	...	6 —	6 —	17 —	15 —	...	...	...	...
Karup . . . . .	...	...	...	...	10 —	9 —	10 —	15 8	...	...	...	...
Darrang . . . . .	...	...	...	...	11 —	10 —	14 —	13 —	...	...	...	...
Nongong . . . . .	...	...	...	...	3 —	5 —	13 —	13 —	...	...	...	...
Silassar . . . . .	...	...	...	...	6 —	6 —	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	13 —	13 —	...	...	...	...
<b>Bengal—</b>												
<b>Eastern Hill tracts—</b>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	13 —	12 8	...	...	...	...
<b>Eastern—</b>												
Bachaganj . . . . .	...	...	...	...	12 4 and	12 4 and	13 4 and	13 4 and	...	...	...	...
Noakhali . . . . .	...	...	...	...	14 5	14 8	15 8	16 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	10 10	10 10	15 12	18 —	...	...	...	...
Tippur . . . . .	...	...	...	...	12 —	12 8	14 —	15 —	...	...	...	...
Dacca . . . . .	...	...	...	...	10 —	13 5	16 14	18 13	...	...	...	...
Maimensingh . . . . .	13 8	13 8	10 —	10 —	10 10	13 10	16 —	19 —	...	...	...	...
<b>Dacca—</b>												
Khulna . . . . .	...	...	...	...	13 —	14 —	16 —	17 —	...	...	...	...
24 Parganas . . . . .	...	...	...	...	10 8	10 13	15 —	15 —	...	...	...	...
<b>Midnapur . . . . .</b>	12 8 to 16 —	12 8 to 14 —	...	...	10 8	12 8	17 8	16 8 and 19 —	...	...	...	...
<b>Burnab . . . . .</b>	...	7 —	...	...	9 14 and 10 8	9 14	13 5 and 15 —	13 10	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 12	17 12	8 —	8 —	13 4	12 4	17 13	17 12	16 —	16 —
Hoojany . . . . .	14 8	14 8	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Naua (Kumbhagarb) . . . . .	10 8	12 5	12 12	12 12	6 10	6 10	15 9	15 9	...	...	...	...
Jaipur . . . . .	10 —	12 —	12 —	12 —	13 —	13 4	18 —	18 —	...	...	...	...
Faridpur . . . . .	17 —	18 —	19 —	20 —	2 —	8 —	19 —	20 —	...	...	...	...



*the number of sars (of 80 tolas) and chittacks sold for one rupee.)*

MARUA OR BROT (Kien- sing ceta- cana).		KANONI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer aristinum).		MAIZE (Zea Mays).		ANNAR, OR THUR, CADJAN YRA (Cajanus indicus).		SMT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
100	100	100	100	100	100	100	100	100	100	100	100	Burma—
100	100	100	100	100	100	100	100	100	100	100	100	Tenasserim—
100	100	100	100	100	100	100	100	100	100	100	100	Mergui.
100	100	100	100	100	100	100	100	100	100	100	100	Tavoy.
100	100	100	100	100	100	100	100	100	100	100	100	Moulmein and Amherst.
100	100	100	100	100	100	100	100	100	100	100	100	Pegu (deltaic)—
100	100	100	100	100	100	100	100	100	100	100	100	Pegu.
100	100	100	100	100	100	100	100	100	100	100	100	Rangoon.
100	100	100	100	100	100	100	100	100	100	100	100	Thongwa.
100	100	100	100	100	100	100	100	100	100	100	100	Bassein.
100	100	100	100	100	100	100	100	100	100	100	100	Pegu (inland)—
100	100	100	100	100	100	100	100	100	100	100	100	Tharawadi.
100	100	100	100	100	100	100	100	100	100	100	100	Henzada.
100	100	100	100	100	100	100	100	100	100	100	100	Prome.
100	100	100	100	100	100	100	100	100	100	100	100	Toungoo.
100	100	100	100	100	100	100	100	100	100	100	100	Thayetmya.
100	100	100	100	100	100	100	100	100	100	100	100	Upper Burma—
100	100	100	100	100	100	100	100	100	100	100	100	Mandalay.
100	100	100	100	100	100	100	100	100	100	100	100	Bhamo.
100	100	100	100	100	100	100	100	100	100	100	100	Pakokku.
100	100	100	100	100	100	100	100	100	100	100	100	Mektila.
100	100	100	100	100	100	100	100	100	100	100	100	Arakan—
100	100	100	100	100	100	100	100	100	100	100	100	Sandoway.
100	100	100	100	100	100	100	100	100	100	100	100	Kyaukpada.
100	100	100	100	100	100	100	100	100	100	100	100	Akyab.
100	100	100	100	100	100	100	100	100	100	100	100	Assam—
100	100	100	100	100	100	100	100	100	100	100	100	Surma—
100	100	100	100	100	100	100	100	100	100	100	100	Sylhet.
100	100	100	100	100	100	100	100	100	100	100	100	Cachar.
100	100	100	100	100	100	100	100	100	100	100	100	Hill tracts—
100	100	100	100	100	100	100	100	100	100	100	100	Khasi and Jaintia Hills.
100	100	100	100	100	100	100	100	100	100	100	100	Garo Hills.
100	100	100	100	100	100	100	100	100	100	100	100	Manipur.
100	100	100	100	100	100	100	100	100	100	100	100	Brahmaputra—
100	100	100	100	100	100	100	100	100	100	100	100	Goalpara.
100	100	100	100	100	100	100	100	100	100	100	100	Kamrup.
100	100	100	100	100	100	100	100	100	100	100	100	Darrang.
100	100	100	100	100	100	100	100	100	100	100	100	Nawang.
100	100	100	100	100	100	100	100	100	100	100	100	Sivasagar.
100	100	100	100	100	100	100	100	100	100	100	100	Lakhimpur.
100	100	100	100	100	100	100	100	100	100	100	100	Bengal—
100	100	100	100	100	100	100	100	100	100	100	100	Eastern hill tracts—
100	100	100	100	100	100	100	100	100	100	100	100	Naga Hills.
100	100	100	100	100	100	100	100	100	100	100	100	Eastern—
100	100	100	100	100	100	100	100	100	100	100	100	Backerganj.
100	100	100	100	100	100	100	100	100	100	100	100	Noakhali.
100	100	100	100	100	100	100	100	100	100	100	100	Chittagong.
100	100	100	100	100	100	100	100	100	100	100	100	Tippah.
100	100	100	100	100	100	100	100	100	100	100	100	Dacca.
100	100	100	100	100	100	100	100	100	100	100	100	Maimensingh.
100	100	100	100	100	100	100	100	100	100	100	100	Dacca—
100	100	100	100	100	100	100	100	100	100	100	100	Khulna.
100	100	100	100	100	100	100	100	100	100	100	100	24-Parganna.
100	100	100	100	100	100	100	100	100	100	100	100	Midnapur.
100	100	100	100	100	100	100	100	100	100	100	100	Howrah.
100	100	100	100	100	100	100	100	100	100	100	100	Calcutta.
100	100	100	100	100	100	100	100	100	100	100	100	Hugli.
100	100	100	100	100	100	100	100	100	100	100	100	Nadia (Bishnagar).
100	100	100	100	100	100	100	100	100	100	100	100	Jessore.
100	100	100	100	100	100	100	100	100	100	100	100	Barisal.

• Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR Sorghum (Sorghum vulgare).		BAJRA OR Sorghum (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bachchan . . . . .	13 12	13 12	—	—	13 12	13 12	20 —	20 —	—	—	—	—
Bardwan . . . . .	14 8	14 8	—	—	13 —	13 —	16 —	16 —	—	—	—	—
Birbhum . . . . .	15 —	15 —	—	—	13 —	13 —	18 12	18 —	—	—	—	—
Murshidabad . . . . .	15 —	20 —	27 —	28 —	15 —	16 —	17 —	18 —	—	—	—	—
Santal Parganas . . . . .	12 8	14 8	25 —	25 —	13 4	13 8	19 —	23 —	—	—	—	—
Palma . . . . .	16 8	16 8	22 8	22 —	7 —	7 —	18 —	18 12	—	—	—	—
Bogra . . . . .	15 12	15 —	—	—	15 —	9 —	22 8	24 —	—	—	—	—
Rajshahi . . . . .	18 —	19 8	24 —	30 —	13 —	15 —	17 4	18 —	—	—	—	—
Malda . . . . .	18 —	20 —	—	—	10 —	10 —	17 —	18 —	—	—	—	—
<i>Northern—</i>												
Rangpur . . . . .	12 —	11 —	—	—	8 4	8 4	13 8	15 8	—	—	—	—
Dumra . . . . .	17 4	16 —	16 —	16 —	13 —	14 6	21 10	21 10	—	—	—	—
Jalpaiguri . . . . .	12 —	12 —	—	—	5 —	5 —	15 —	16 —	—	—	—	—
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 —	15 —	16 —	—	—	—	—
<i>Orissa—</i>												
Puri . . . . .	10 5	10 8	—	—	7 14	7 14	16 4	15 12	—	—	—	—
Cuttack . . . . .	11 13	11 3	—	—	10 8	10 8	15 1	15 1	—	—	—	—
Balasore . . . . .	13 —	13 —	10 8	10 8	12 —	13 —	16 —	16 —	—	—	—	—
<i>Coastal—</i>												
Bhadrak . . . . .	8 —	8 —	—	—	16 —	16 —	20 —	20 —	—	—	—	—
Bhatnagar . . . . .	14 —	14 —	20 —	20 —	15 —	15 —	21 6	22 8	26 —	28 —	—	—
Lehrdaga . . . . .	9 —	8 8	—	—	10 —	10 —	19 8	19 8	—	—	—	—
Balasore . . . . .	14 —	14 —	24 12	30 0	13 —	13 —	20 13	20 —	—	—	—	—
Hazaribagh . . . . .	13 10	13 —	24 —	24 —	10 —	0 —	17 8	17 8	—	—	—	—
<i>Bihar, south—</i>												
Monghye . . . . .	16 —	16 —	18 —	18 —	12 —	11 —	16 —	16 —	—	—	—	—
Gaya . . . . .	17 —	19 —	32 8	35 —	12 —	11 —	18 —	21 —	23 —	24 —	—	—
Patna . . . . .	20 —	21 —	35 —	35 —	10 —	9 —	21 8	21 8	24 —	24 —	—	—
Shahabad . . . . .	17 —	18 —	—	—	9 —	9 —	14 —	15 —	—	—	—	—
<i>Bihar, north—</i>												
Patna . . . . .	18 —	18 8	—	—	10 —	10 —	17 —	18 —	—	—	—	—
Bhagalpur . . . . .	17 10	17 12	30 8	37 12	11 4	11 10	17 10	17 10	—	—	—	—
Darbhanga . . . . .	16 —	16 —	25 —	25 —	8 8	8 —	15 —	14 —	—	—	—	—
Muzaffargarh . . . . .	15 —	15 —	35 —	35 —	8 —	8 —	15 —	15 —	—	—	—	—
Saran . . . . .	17 12	17 —	30 —	30 —	10 12	11 —	17 8	17 5	31 —	—	—	—
Laharpur . . . . .	16 —	16 —	21 8	21 8	6 8	6 8	16 —	15 —	—	—	—	—
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Muzaffargarh . . . . .	15 8	15 4	21 —	22 —	10 —	11 8	15 —	14 8	21 —	22 —	21 —	21 —
Bhagalpur . . . . .	16 3	15 14	25 —	25 1	8 11	8 6	14 12	14 12	23 14	24 8	21 12	21 8
Ghazipur . . . . .	16 0	16 —	32 12	32 4	7 —	7 —	14 8	13 12	22 8	23 8	20 4	20 4
Jaunpur . . . . .	18 8	17 8	26 8	24 6	6 4	6 4	10 —	10 —	20 8	24 —	21 —	21 10
Allahabad . . . . .	15 —	15 —	23 —	23 8	10 —	9 12	14 —	14 —	23 8	23 8	21 —	22 8
<i>Central—</i>												
Banda . . . . .	15 8	13 8	26 —	24 —	5 5	5 8	15 —	14 8	28 —	29 —	25 —	23 —
Fatehpur . . . . .	16 4	16 4	24 8	24 8	9 —	7 —	16 —	16 —	28 4	29 8	26 8	26 8
Hazratganj . . . . .	15 —	16 —	22 —	22 —	7 —	7 —	12 —	12 —	29 —	30 —	25 —	27 —
Jaunpur . . . . .	15 4	15 4	28 —	28 —	8 —	8 —	13 —	13 —	30 —	30 —	26 —	25 —
Laharpur . . . . .	10 12	10 6	27 —	26 —	7 —	—	13 12	13 8	27 12	28 —	25 8	27 —
Jaunpur . . . . .	15 12	15 12	28 —	29 —	7 12	9 —	14 4	14 4	30 —	30 —	28 8	27 —
Etawah . . . . .	16 —	17 12	26 8	26 8	5 —	5 —	13 —	13 —	27 8	28 12	26 4	26 4
Farukhabad . . . . .	19 1	19 5	30 14	31 12	4 12	4 12	13 4	13 10	27 4	30 —	27 4	28 10
Meerut . . . . .	19 4	19 4	29 8	28 8	—	—	11 —	11 8	27 8	27 8	29 —	29 8
Etah . . . . .	19 11	19 6	34 12	34 8	—	—	15 —	16 —	31 12	31 1	27 12	29 8
<i>Northern—</i>												
Meerut . . . . .	17 —	17 12	25 —	24 —	4 —	4 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	17 —	17 8	29 —	29 —	4 —	4 —	11 —	11 —	24 —	24 —	21 —	21 —
Muttra . . . . .	24 8	24 —	30 12	31 4	6 8	6 8	11 12	11 12	25 8	26 8	24 14	24 12
Angara . . . . .	18 —	18 —	36 —	36 —	5 8	5 —	11 —	11 —	26 —	27 —	25 —	24 4
Bulandshahr . . . . .	19 4	18 10	31 —	29 8	5 —	5 —	12 —	12 —	30 8	31 —	25 —	24 4
<i>Submontane, east—</i>												
Bahra . . . . .	16 8	16 —	25 —	25 —	6 8	6 —	13 —	14 —	26 —	—	21 —	20 —
Meerut . . . . .	15 8	16 7	23 12	24 12	4 7	4 7	10 10	10 10	26 —	—	21 —	20 —
Meerut . . . . .	19 13	20 14	29 9	30 10	14 6	15 4	10 10	10 10	26 1	26 1	25 3	26 1
Bahra . . . . .	19 12	19 12	24 —	24 —	10 12	10 12	17 12	17 12	—	—	—	—



represent the number of sars (of 80 tolas) and chittisaks sold for one rupee.)

HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	HARAP or BAM (Hle- sine cere- cena).	DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
												Bengal—continued.
				14	14			12	12	10	10	Central— Bankura.
				20	20			14	14	12	12	Rardwan. Bishnupur.
				26	26			27	27	11	11	Marichbad.
				19	21	36	38	24	25	10	10	South Parganas.
				16	16			22	22	9	9	Pabna.
				18	18			24	24	9	9	Rogra.
				24	24			24	24	9	9	Rajshahi.
				22	22					9	9	Maldah.
				16	16	24	24	9	9	10	10	Northern— Rangpur.
				10	10			13	13	10	10	Dinajpur. Jalpaiguri.
14	14			11	11	24	24	8	8	8	8	Hills— Darjeeling.
				14	14			17	17	13	13	Orissa— Puri.
				17	17			19	19	10	10	Cuttack.
				14	14			10	10	11	11	Balasore.
				9	9			16	16	7	7	Chota-Nagpur— Singhbhum.
				17	17	26	26	21	21	10	10	Mandla.
				19	19			17	17	9	9	Lohardaga.
32	35			20	20	25	24	17	15	9	9	Palaman.
32	32			25	25	38	37	23	22	9	9	Haziribagh.
24	24			28	28	24	23	17	16	9	9	Bihar, south— Monghyr.
				20	20	30	33	20	23	10	10	Gaya.
				27	27	35	35	21	21	10	10	Patna.
				26	26	35	35	25	27	11	11	Shahabad.
				24	24	30	30	23	23	10	10	Bihar, north— Purnea.
				25	25	30	30	23	23	10	10	Bhagalpur. Darbhanga.
				22	22	35	35	20	20	10	10	Muzaffarpur.
25	25			25	25	30	30	24	24	10	10	Saran.
27	27			24	24	28	28	24	24	10	10	Champaran.
30	30			21	21	25	25	22	22	10	10	
												N.-W. Provinces—
				20	20	20	22	10	10	10	10	Eastern— Mirzapur.
				22	22	27	27	13	13	10	10	Benares.
				22	22	26	26	14	14	9	9	Ghazipur.
				21	21	26	26	19	19	11	11	Jaunpur.
				21	21	30	30	15	15	10	10	Allahabad.
				25	25			16	16	11	11	Central— Banda.
				22	22			17	17	10	10	Patehgarh.
				25	25	29	28	10	10	10	10	Hamirpur.
				25	25			10	10	10	10	Jalaun.
				23	23	32	33	27	28	11	11	Cawnpore.
				23	23	34	34	17	17	11	11	Jhansi.
24	24			24	24	29	29	20	20	11	11	Kichwah.
				25	25	32	32	19	19	11	11	Parukhabad.
				22	22	32	32	18	18	11	11	Mainpuri.
				23	23	40	40	10	10	11	11	Etah.
				21	21	20	20	13	13	11	11	Western— Morad.
				24	24	30	30	15	15	12	12	Agra.
				24	24	31	31	17	17	12	12	Muttra.
				23	23	34	34	17	17	11	11	Aligarh.
				23	23	34	34	18	18	11	11	Bulandshahr.
20	25			25	25	35	35	15	15	10	10	Submontane, and— Ballia.
28	28			19	19	23	23	16	16	10	10	Azimgarh.
				19	19	27	27	19	19	10	10	Gorakhpur.
				19	19	20	20	18	18	10	10	Ban.



## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR DHOLU (Sorghum bicolor).		BAJRA OR GURU (Pennisetum spicatum).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
N.W. Provinces—contd.												
Submontane, west—												
Shahjahanpur	19 4	19 4	33 —	36 —	5 4	5 4	16 —	17 12	—	—	28 4	28 —
Budaun	18 8	19 —	33 —	34 —	8 —	7 8	15 —	15 8	28 —	31 —	24 8	27 —
Meerut	18 8	19 8	35 —	35 —	5 4	5 4	16 8	16 8	26 —	26 —	23 —	23 —
Bareilly	17 8	17 8	25 —	25 —	5 —	5 —	12 8	12 8	26 4	28 12	25 —	26 4
Moradabad	19 —	19 12	28 8	29 —	5 4	5 4	13 12	13 12	31 4	32 8	23 12	26 4
Bijnor	18 —	17 7	29 —	28 7	4 8	4 8	13 8	13 8	—	—	22 8	22 8
Muzaffarnagar	19 6	19 12	26 6	28 —	—	—	12 1	12 9	26 6	26 6	23 —	23 2
Saharanpur	19 13	19 5	29 9	29 8	4 13	4 13	11 13	11 13	23 10	23 10	24 11	25 13
Dehra-Dun	18 —	17 4	30 8	29 8	7 4	7 —	12 8	12 12	23 —	24 —	23 —	23 —
Hills—												
Naini Tal	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	12 8	12 —	18 —	18 —	5 —	5 —	11 —	11 —	—	—	—	—
Garhwál	10 —	10 —	12 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
Oudh—												
Southern—												
Meerut	18 —	17 12	30 —	28 —	—	7 —	16 —	17 —	26 —	25 —	24 —	25 —
Sultanpur	20 —	19 8	28 8	28 8	10 —	9 8	19 —	19 —	26 —	26 —	21 —	21 —
Rae-Bareilly	19 8	19 4	26 —	28 —	5 —	5 —	17 —	16 —	26 —	26 —	26 —	27 —
Unao	17 —	17 6	20 —	16 —	8 —	8 —	16 —	16 —	25 8	26 8	25 8	26 —
Lucknow	17 8	18 8	30 —	33 —	5 4	5 8	15 —	15 8	27 —	28 —	25 8	27 8
Hardoi	18 8	18 8	33 —	33 —	—	—	20 —	20 —	30 —	33 —	30 —	30 —
Northern—												
Fyzabad	18 —	18 8	29 —	30 —	12 —	12 8	16 —	18 —	26 —	26 —	24 —	23 8
Bareilly	18 —	18 —	24 —	25 —	—	—	15 —	15 —	24 —	25 —	24 —	24 —
Gonda	19 4	21 8	34 —	34 —	—	—	18 4	18 12	32 8	36 —	26 —	26 —
Bahraich	20 —	20 8	39 —	39 —	7 —	7 —	17 —	18 —	37 —	40 —	38 —	39 —
Sitapur	19 8	19 8	37 —	38 —	5 —	5 —	16 —	16 —	34 —	34 —	29 —	29 —
Khurr	20 —	20 —	40 —	42 —	5 —	5 —	16 —	16 —	40 —	40 —	32 —	32 8
Rajputana—												
Eastern—												
Partabgarh	19 8	20 5	31 4	31 4	6 4	7 —	12 7	12 11	27 8	23 15	18 12	—
Banswara	13 12	13 12	15 —	15 —	6 4	6 4	12 13	13 12	—	—	—	—
Mewar (Udaipur)	15 3	14 13	21 10	21 7	8 0	8 3	8 15	8 9	18 5	25 —	14 3	14 13
Hilly Tracts of Mewar (Dungarpur)	16 —	15 —	23 —	19 —	7 —	6 8	10 —	8 8	—	—	—	—
Sirohi	12 8	12 —	20 —	20 —	5 4	5 —	6 —	6 —	13 —	13 —	13 —	13 —
Erinpura	13 12	13 12	20 2	20 2	6 14	6 14	8 8	8 8	19 13	19 13	17 9	17 9
Ajmer	14 5	14 8	20 5	20 5	6 5	6 5	9 2	9 2	20 8	20 8	18 —	18 —
Abu	12 6	12 3	18 1	18 2	5 12	5 12	7 9	6 12	16 —	16 4	15 4	15 9
Jaisalmer	13 10	13 10	20 —	20 —	6 —	6 —	7 8	7 8	21 12	21 8	17 8	17 4
Bundi	19 —	18 14	32 8	33 4	6 8	6 8	8 —	8 —	37 —	37 3	21 8	—
Kota	20 —	20 4	32 —	32 —	6 4	6 4	6 12	6 12	40 8	40 8	19 12	19 12
Jhalawar	17 12	17 15	28 2	28 10	7 12	7 12	12 6	12 7	36 1	36 3	21 10	21 12
Tonk	16 —	16 —	21 4	22 2	4 —	4 —	7 —	7 —	23 12	23 15	20 8	20 3
Jodhpur	13 4	13 8	20 12	21 4	4 4	4 4	6 8	6 8	22 —	22 —	18 12	19 8
Keroli	15 15	15 15	30 10	30 10	10 5	9 1	11 9	11 9	29 6	19 6	24 17	24 11
Dholpur	10 7	10 7	25 2	25 2	9 —	9 —	10 2	10 2	30 11	30 10	27 9	27 12
Bharatpur	10 11	10 12	30 1	30 12	5 —	5 —	8 —	8 —	31 7	32 4	26 2	26 10
Ajmer	16 —	15 9	23 10	23 14	5 12	5 12	9 2	9 2	25 3	26 4	21 4	22 12
Deoli Cantonment	16 2	16 —	23 8	23 11	4 —	4 —	6 —	6 —	24 5	24 —	23 —	23 —
Nagarabad Cantonment	14 12	14 12	—	—	7 —	7 —	10 —	10 —	21 —	21 —	18 —	18 —
Bikaner	14 10	14 2	—	—	8 9	8 8	7 8	7 8	—	—	14 10	14 10
Anand	12 12	12 12	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Shahpura	14 8	14 8	—	—	6 —	6 —	7 —	7 —	—	—	—	—
Western—												
Jodhpur	13 —	12 10	28 10	28 10	6 10	6 10	8 —	8 —	18 10	18 —	16 12	16 10
Jaisalmer	13 10	13 2	—	—	6 —	6 —	10 —	10 —	14 6	14 0	13 9	13 —
Bikaner	13 3	13 3	17 —	16 9	3 10	3 12	6 —	6 —	—	—	13 8	13 —
Central India—												
Indore	12 8	12 12	21 —	21 —	8 4	8 4	9 4	9 4	27 —	27 —	20 —	19 8
Musach Cantonment	15 8	15 8	—	—	7 —	7 —	8 —	8 —	27 —	27 —	24 —	24 —
Gwalior	21 11	21 11	24 7	24 15	6 6	6 6	7 7	7 7	23 6	24 2	21 4	21 4
Punjab—												
Southern—												
Amritsar	19 —	18 —	27 —	27 —	—	—	19 —	19 —	24 —	23 —	20 —	20 —
Ferozepur	19 —	18 —	32 —	32 —	—	—	20 —	20 —	25 —	25 —	20 —	22 —
Central—												
Lahore	18 —	18 —	33 —	33 —	—	—	18 —	18 —	23 —	23 —	23 —	23 —
Gujranwala	19 —	19 —	35 —	35 —	—	—	18 —	18 —	24 —	24 —	23 —	23 —
Lyallpur	18 —	18 —	30 —	30 —	—	—	18 —	18 —	24 —	24 —	23 —	23 —
Jullundur	18 —	18 —	32 —	32 —	—	—	18 —	18 —	24 —	24 —	23 —	23 —







## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR GURU ( <i>Pennisetia spicata</i> ).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Punjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon	17	17	25	25	...	...	10	9	24	25	22	22
Delhi	17	17	25	25	...	...	11	12	24	24	21	21
Rohtak	18	17	25	25	...	...	13	13	23	22	21	21
Karnal	19	18	28	28	...	...	10	10	26	25	21	20
<i>Submontane—</i>												
Ambala	20	20	25	25	...	...	12	12	33	31	23	23
Ludhiana	21	21	24	24	...	...	11	11	29	28	23	22
Jalandhar	21	21	29	30	...	...	10	10	26	27	21	21
Hoshiarpur	20	21	28	30	...	...	12	12	26	26	18	20
Gurdaspur	20	21	39	40	...	...	12	13	34	28	...	14
Amritsar	20	20	34	34	...	...	12	12	26	26	19	19
Sialkot	18	19	33	33	...	...	14	14	26	25	24	23
<i>Hills—</i>												
Simla	13	15	21	21	...	...	9	10	24	24	16	17
Kangra	20	20	28	28	...	...	15	15	...	...	...	...
<i>Northern—</i>												
Rawalpindi	17	17	30	30	...	...	10	10	24	24	23	21
Hazara	18	18	31	30	...	...	11	10	25	...	18	19
Peshawar	15	15	29	29	...	...	10	10	34	35	20	20
Kohat	16	17	23	23	...	...	13	15	...	...	21	21
Banow	19	20	35	34	...	...	14	14	41	41	25	24
<i>Western—</i>												
Shahpur	20	20	26	30	...	...	11	11	22	22	23	22
Jhang	19	19	28	27	...	...	12	13	22	26	26	27
Multan	16	16	26	25	...	...	10	10	28	26	23	23
Montgomery	19	19	25	...	...	...	12	12	22	22	...	...
Dera Ismael Khan	19	19	24	24	...	...	8	8	24	23	23	23
Muzaffargarh	18	18	23	23	...	...	13	15	21	21	22	22
Dera Ghazi Khan	15	15	19	20	...	...	14	14	21	21	19	20
<b>Sind and Baluchistan—</b>												
Karachi	13	13	...	...	...	...	9	10	20	20	17	18
Hyderabad	13	13	...	...	...	...	7	11	10	20	20	20
Thar and Parkar (Umarkot)	12	13	...	...	...	...	16	16	19	...	17	17
Shikarpur	25	25	...	...	...	...	8	9	...	...	24	24
Upper Sind Frontier	12	13	...	...	...	...	10	9	11	9	26	26
Quetta	12	13	...	...	...	...	11	9	32	32	26	26
	14	14	17	17	4	4	7	7	21	20	16	16
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar	9	9	...	...	...	...	8	10	10	10	13	13
Ratnagiri	8	8	...	...	...	...	12	13	12	13	14	14
Alibag	9	9	...	...	...	...	10	13	12	10	13	13
Bombay	6	7	...	...	...	...	6	6	10	6	14	14
Tanna	10	13	...	...	...	...	12	13	12	15	16	16
<i>Deccan—</i>												
Dharwar	15	14	...	...	...	...	16	17	14	15	24	24
Belgaum	19	18	...	...	...	...	12	14	12	14	21	21
Satara	13	14	...	...	...	...	10	10	11	10	19	19
Sholapur	14	14	...	...	...	...	11	15	12	15	25	25
Hydrabad	15	15	...	...	...	...	7	6	13	14	28	28
Poona	10	7	...	...	...	...	9	11	10	13	21	21
<i>Khandesh—</i>												
Ahmadnagar	12	12	...	...	...	...	9	8	11	5	24	24
Nasik	12	13	...	...	...	...	8	2	9	2	20	20
Dhule	12	12	...	...	...	...	7	7	9	7	23	23
<i>Satyawadi—</i>												
Surat	10	10	...	...	...	...	7	6	8	3	23	23
Borach	12	12	...	...	...	...	8	10	10	10	21	21
Kaira	14	14	...	...	...	...	8	12	12	12	20	20
Baroda Cantonment	16	16	...	...	...	...	6	12	6	12	9	9
Ahmadabad	18	18	...	...	...	...	6	4	12	8	18	18
Indhra	10	10	...	...	...	...	8	10	10	10	22	22
Dina Cantonment	12	12	...	...	...	...	8	5	6	4	22	22
<i>Kathiawar—</i>												
Rajkot	16	16	...	...	...	...	6	10	6	10	20	20
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar	12	12	...	...	...	...	6	5	12	8	27	27
Khandwa	12	11	...	...	...	...	10	5	12	11	23	23
Hoshangabad	12	12	...	...	...	...	9	11	12	11	23	23
Betul	14	14	...	...	...	...	12	12	14	6	24	24
Chhindwara	15	15	...	...	...	...	10	10	13	13	25	25
Nagpur	13	13	...	...	...	...	11	4	13	13	23	23
Wardha	13	13	...	...	...	...	7	7	11	7	22	22

Not sold.

† Not produced.

‡ Not processed.







## RETAIL PRICES FOR THE 1st HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBO (Panicum spicatum).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur	15 —	12 13	...	...	11 —	10 10	13 —	12 13	21 —	19 3	...	...
Saugor	13 10	14 8	...	...	13 6	13 6	14 2	14 2	20 —	24 —	...	...
Damoh	12 5	14 1	...	...	14 1	14 1	14 9	14 9	21 3	26 —	...	...
Jubbulpore	14 8	13 —	...	...	13 —	13 —	13 —	13 —	24 —	27 —	...	...
Idnalg	18 —	17 —	...	...	14 —	14 —	20 —	20 —	...	...	...	...
Seoni	18 —	18 —	...	...	9 —	9 —	16 —	16 —	30 —	28 —	...	...
Balaghat	13 —	13 8	...	...	16 —	13 —	27 8	17 8	...	...	...	...
Bhandara	16 4	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda	13 3	14 13	...	...	...	...	17 10	17 10	25 5	25 5	...	...
<i>Eastern—</i>												
Bilaspur	18 4	18 4	...	...	16 —	12 —	21 5	21 5	...	...	...	...
Raipur	17 —	18 8	...	...	13 —	10 —	18 2	20 —	...	...	...	...
Sambalpur	15 —	15 —	...	...	11 —	11 —	19 —	19 —	...	...	...	...
<i>Nagar—</i>												
Buldina	11 —	10 8	...	...	7 —	7 —	9 —	9 —	35 —	34 —	22 8	24 8
Bam	12 8	12 —	...	...	6 8	9 —	10 —	9 —	32 —	28 —	...	...
Akola	12 —	11 4	...	...	6 —	5 12	7 —	7 —	34 2	35 4	...	...
Ellichpur	10 —	10 —	...	...	6 8	6 —	8 8	8 —	26 —	25 —	16 —	16 —
Amravati	11 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	28 —	24 —	23 —
Ward	12 —	12 —	...	...	8 —	7 —	8 —	8 —	25 —	25 —	38 —	36 —
<i>Nizam's Territories—</i>												
Secunderabad	10 21	10 21	...	...	6 —	6 —	8 10	8 9	19 12	17 8	19 13	16 10
Bideram	10 1	9 8	...	...	5 13	5 13	11 1	10 —	20 2	18 5	...	...
Chadarghat	10 —	10 —	...	...	7 8	6 8	12 8	12 8	23 8	23 12	25 —	25 —
<i>Madras—</i>												
<i>Malabar Coast—</i>												
Malabar	...	...	...	...	...	...	11 5	10 8	...	...	...	...
S. Canara	...	...	...	...	...	...	12 11	12 —	...	...	...	...
<i>South, central—</i>												
Coimbatore	...	...	...	...	...	...	10 14	10 6	16 14	16 8	18 5	19 14
Nilgiris	...	...	...	...	...	...	8 —	7 3	...	...	...	...
Salem	...	...	...	...	...	...	10 13	10 13	19 2	18 3	16 13	16 6
<i>Central—</i>												
Bellary	...	...	...	...	...	...	11 14	10 13	25 13	26 3	...	...
Amalapur	...	...	...	...	...	...	11 14	11 14	24 11	26 13	...	...
Cuddapah	...	...	...	...	...	...	10 13	10 —	23 3	23 3	21 —	21 —
Karnul	...	...	...	...	...	...	10 12	10 11	20 13	22 14	...	...
<i>East Coast, north—</i>												
Ganjam	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Visakhapatnam	...	...	...	...	...	...	11 14	11 14	...	...	22 13	21 13
Godavari	...	...	...	...	...	...	12 8	12 5	21 3	16 13	...	...
<i>East Coast, central—</i>												
Kistna	...	...	...	...	...	...	16 8	17 10	23 11	21 3	...	...
Nellore	...	...	...	...	...	...	15 14	16 11	17 8	16 8	16 —	15 —
<i>East Coast, south—</i>												
Madras	...	...	...	...	...	...	11 8	12 8	13 —	...	...	...
Chingleput	...	...	...	...	...	...	12 —	12 —	...	...	...	...
N. Arcot	...	...	...	...	...	...	14 —	12 3	19 2	10 6	...	...
S. Arcot	...	...	...	...	...	...	14 —	10 14	...	...	26 10	26 13
Tanjore	...	...	...	...	...	...	15 14	14 3	...	...	26 3	26 3
Tiruchinopoly	...	...	...	...	...	...	11 3	10 3	14 —	15 13	20 14	24 8
<i>Southern—</i>												
Tondiarly	...	...	...	...	...	...	12 8	11 5	17 8	15 —	22 11	22 6
Madurai	...	...	...	...	...	...	11 6	11 —	17 13	17 —	16 14	16 3
<i>Mysore—</i>												
Mysore	10 —	9 8	...	...	5 2	5 —	11 2	10 —	20 —	20 —	20 —	20 —
Bengaluru	9 —	8 —	10 —	10 —	8 3	8 —	10 —	8 4	16 4	16 4	...	...
Kolar	8 —	8 —	6 —	6 —	8 —	7 10	8 —	8 —	...	...	...	...
Tumkur	10 —	8 —	...	...	...	...	...	...	...	...	...	...
Hassan	8 —	9 —	...	...	7 8	7 8	6 4	8 4	...	...	...	...
Kadur	9 —	9 —	...	...	9 —	9 —	10 —	10 —	...	...	...	...
Shimoga	11 9	10 8	12 10	10 8	7 14	7 14	12 1	10 2	27 5	27 5	...	...
Chitaldrug	10 —	9 —	10 —	9 —	10 —	10 —	12 —	11 —	32 —	27 8	18 —	18 —
<i>Coorg—</i>												
Coorg	8 8	8 —	7 8	7 8	9 8	8 —	13 8	11 8	...	...	...	...
<i>Aden</i>												
Aden	8 9	8 8	...	...	6 12	6 9	7 11	7 7	13 2	13 2	10 10	7 4

\* Not sold.



represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR BADI (Eleo- sine coccinea).		KARONT OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNDALA (Cicer arietinum).		MAIZE (Zea Mays).		ANJAN, OR THUN, CAOJAN PIL (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
Central Provinces—contd.												
Central—												
...	...	...	...	18 —	17 6	...	...	16 —	16 —	9 2	9 2	Narsinghpur.
...	...	...	...	19 —	19 —	...	...	13 —	13 —	10 11	10 11	Sezoor.
...	...	...	...	20 —	21 13	...	...	12 12	12 12	9 3	9 3	Damoh.
...	...	...	...	23 —	23 —	...	...	14 8	14 —	9 12	9 12	Jubbulpore.
...	...	...	...	32 —	32 —	...	...	10 —	10 —	9 8	9 8	Mandla.
...	...	...	...	21 —	20 —	...	...	13 —	13 —	9 8	9 8	Seoni.
...	...	...	...	18 —	18 —	...	...	14 —	13 8	9 —	9 —	Balighat.
...	...	...	...	20 —	20 —	...	...	15 —	15 —	9 8	9 8	Bhandara.
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	Chanda.
Eastern—												
...	...	...	...	21 5	21 5	...	...	18 4	18 4	9 2	9 2	Bilaspur.
...	...	...	...	24 —	25 —	...	...	16 —	20 —	9 —	9 —	Raipur.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Sambalpur.
Berar—												
...	...	...	...	17 —	17 —	...	...	11 —	11 —	10 8	10 8	Buldhara.
...	...	...	...	20 —	20 —	...	...	15 —	13 8	9 —	9 —	Baina.
...	...	...	...	19 4	18 4	...	...	12 —	10 8	12 8	12 8	Akola.
...	...	...	...	13 8	13 —	...	...	18 8	10 —	10 —	10 —	Ellichpur.
...	...	...	...	16 —	16 —	...	...	15 —	14 —	11 —	11 —	Amratoli.
...	...	...	...	16 —	16 —	...	...	20 —	20 —	9 8	9 8	Wan.
Nizam's Territories—												
21 —	18 9	8	8	17 8	13 14	8	8	10 9	10 9	9 2	9 2	Secunderabad.
8	8	8	8	17 4	16 —	8	8	12 8	12 —	8 12	8 12	Bolaram.
8	8	8	8	17 8	22 8	8	8	12 8	12 —	8 9	8 9	Chadarghat.
Madras—												
Malabar Coast—												
...	...	...	...	...	...	...	...	...	...	12 —	12 —	Malabar.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	S. Canara.
South, central—												
18 14	18 14	...	...	...	...	...	...	...	...	11 2	10 11	Coimbatore.
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Nilgiris.
19 3	19 3	...	...	...	...	...	...	...	...	10 14	10 14	Salom.
Central—												
20 2	20 2	...	...	...	...	...	...	...	...	10 13 and 12 2	10 13 and 11 2	Bellary.
27 3	27 3	...	...	...	...	...	...	...	...	11 8	11 8	Anantapur.
21 —	18 —	...	...	...	...	...	...	...	...	12 3	12 3	Cuddapah.
18 2	18 2	...	...	...	...	...	...	...	...	10 3	11 —	Karnul.
East Coast, north—												
21 6	21 6	...	...	...	...	...	...	...	...	10 —	10 —	Ganjam.
22 3	20 3	...	...	...	...	...	...	...	...	12 —	12 —	Vizagapatnam.
21 13	19 3	...	...	...	...	...	...	...	...	12 2	12 2	Godavari.
East Coast, central—												
27 12	29 13	...	...	...	...	...	...	...	...	13 3	13 3	Kistna.
18 3	15 0	...	...	...	...	...	...	...	...	12 13	12 13	Nellore.
East Coast, south—												
18 3	17 10	...	...	...	...	...	...	...	...	12 8	12 8	Madras.
16 0	16 0	...	...	...	...	...	...	...	...	13 5	13 5	Chingleput.
21 13	19 11	...	...	...	...	...	...	...	...	12 2	12 2	N. Arcot.
20 11	19 2	...	...	...	...	...	...	...	...	13 3	13 3	S. Arcot.
29 6	27 3	...	...	...	...	...	...	...	...	12 14	12 14	Tanjore.
23 10	21 —	...	...	...	...	...	...	...	...	12 —	12 —	Trichinopoly.
Southern—												
19 3	17 6	...	...	...	...	...	...	...	...	14 5	14 5	Tinnevely.
18 10	17 2	...	...	...	...	...	...	...	...	13 2	13 2	Madurai.
Mysore—												
16 —	17 8	20 —	20 —	10 —	9 12	...	...	8 8	7 2	10 8	10 8	Mysore.
20 —	25 2	...	...	8 —	8 —	...	...	7 —	7 —	9 —	9 —	Bangalore.
23 —	25 —	...	...	8 —	8 —	...	...	7 —	8 —	8 —	8 —	Kolar.
24 —	24 —	...	...	...	...	...	...	7 —	8 —	8 —	8 8	Tumkur.
24 —	21 13	...	...	9 —	8 —	...	...	6 —	8 —	9 —	10 —	Hassan.
25 —	23 —	...	...	9 —	9 —	...	...	7 —	7 —	9 —	9 —	Kadur.
28 6	28 0	...	...	10 8	9 7	...	...	9 7	8 15	10 8	10 —	Shimoga.
32 —	30 —	30 —	30 —	10 —	9 —	...	...	9 —	8 —	9 —	9 —	Chitaldrug.
Coorg—												
21 8	23 —	...	...	23 8	13 8	...	...	...	...	10 8	10 —	Coorg.
Aden.												
...	...	...	...	10 10	10 10	...	...	8 15	8 15	32 —	32 —	

\* Not sold.

FINANCE AND COMMERCE DEPARTMENT

February 25, 1899.

J. A. ROBERTSON,

Off. Director-General of Statistics.

H. H. RISLEY,

Off. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 31st December 1898, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
Imports in December.												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal	3,068	8,625	1,283	...	...	...	...	...	...	3,068	3,023	1,283
N. W. P. & Oudh	60,418	43,858	57,569	97,498	78,624	91,438	...	...	...	157,910	116,483	148,864
Panjab	5,334	3,778	3,234	16,890	17,435	19,254	47,799	44,241	26,873	72,023	65,554	47,791
Cent. Provs.	4,866	1,103	3,155	47,894	54,735	79,271	...	...	...	32,740	35,918	83,026
Bombay	25	...	...	18,831	17,970	253,544	...	...	...	183,856	179,070	253,544
Sind	...	...	...	...	...	...	27,716	0,654	20,069	27,716	0,654	20,069
Madras	...	...	...	...	...	1,738	...	...	...	...	...	1,738
Herat	3,699	6,343	18,060	300,286	110,016	421,230	...	...	...	203,985	119,341	430,139
Aman	1,713	470	...	...	...	...	...	...	...	1,713	470	...
Raj. & C. I.	421	275	3,071	50,871	4,918	22,524	...	...	...	51,292	4,743	22,524
Nizam's Terr.	...	...	...	...	...	5,218	...	...	...	...	...	5,218
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>79,423</b>	<b>64,384</b>	<b>83,328</b>	<b>590,270</b>	<b>419,298</b>	<b>892,227</b>	<b>75,515</b>	<b>53,975</b>	<b>56,242</b>	<b>754,208</b>	<b>533,637</b>	<b>1,012,351</b>
<i>By Sea—</i>												
Bengal	501	311	820	...	...	...	...	...	...	501	311	820
Bombay	12,203	4,275	5,173	993	502	1,008	...	...	175	13,298	4,777	6,338
Sind	...	...	...	5,735	6,597	1,002	...	...	...	5,735	6,597	1,002
Madras	...	1,122	2,639	67	90	907	...	...	...	67	1,218	3,576
Burma	49	2,182	5,698	...	...	...	...	...	...	49	2,182	5,698
Non-Br. Ports in India	...	...	...	11,323	9,477	60,651	1	...	...	11,394	9,477	60,651
Foreign countries	14	...	...	2,461	4,263	2,372	...	...	...	2,475	4,264	2,372
<b>TOTAL</b>	<b>12,867</b>	<b>8,891</b>	<b>14,334</b>	<b>21,649</b>	<b>20,935</b>	<b>66,791</b>	<b>1</b>	<b>...</b>	<b>675</b>	<b>24,517</b>	<b>20,825</b>	<b>80,702</b>
<b>TOTAL OF IMPORTS</b>	<b>92,290</b>	<b>73,275</b>	<b>97,662</b>	<b>611,919</b>	<b>440,233</b>	<b>959,018</b>	<b>75,516</b>	<b>53,975</b>	<b>56,917</b>	<b>778,725</b>	<b>554,462</b>	<b>1,103,053</b>

Imports from January to December.

<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal	69,853	108,657	49,748	...	12	...	...	...	...	69,853	108,659	49,748
N. W. P. & Oudh	366,434	350,414	300,770	471,587	324,056	310,846	...	...	...	838,022	874,970	527,916
Panjab	52,560	67,191	45,745	122,480	79,870	95,648	368,850	348,376	362,052	543,700	405,437	502,406
Cent. Provs.	12,422	13,679	22,670	244,350	224,547	424,506	...	...	...	256,772	238,220	447,176
Bombay	63	5	...	2,531,554	1,934,360	2,540,495	...	...	...	2,581,617	1,934,365	2,540,495
Sind	...	...	...	...	...	...	236,814	199,281	163,553	236,814	199,281	163,553
Madras	...	...	...	81,371	19,657	43,114	...	...	...	81,371	19,657	43,114
Herat	60,667	60,431	121,667	1,154,844	877,936	1,271,506	...	...	...	1,215,511	938,387	1,271,506
Aman	18,093	18,834	13,769	...	...	...	...	...	...	18,093	18,834	13,769
Raj. & C. I.	14,127	38,521	35,202	649,899	812,390	593,668	...	...	...	664,026	850,913	623,870
Nizam's Terr.	...	...	...	35,381	28,089	50,214	...	...	...	35,381	28,089	50,214
Mysore	...	...	...	4,040	234	...	...	...	...	4,040	234	...
<b>TOTAL</b>	<b>504,219</b>	<b>658,242</b>	<b>495,531</b>	<b>5,346,106</b>	<b>4,301,071</b>	<b>5,772,407</b>	<b>605,375</b>	<b>544,597</b>	<b>597,605</b>	<b>6,543,700</b>	<b>5,303,900</b>	<b>6,295,135</b>
<i>By Sea—</i>												
Bengal	14,140	20,003	13,244	...	8,165	...	...	...	...	14,140	23,008	13,244
Bombay	124,776	88,444	88,647	60,206	39,702	18,582	...	...	1,151	125,702	126,746	108,300
Sind	...	...	...	207,433	122,033	57,632	...	...	...	207,433	121,013	57,632
Madras	20,707	2,920	45,979	7,280	7,024	10,919	...	...	...	20,707	9,044	38,800
Burma	10,060	10,491	28,769	2,559	561	200	...	...	...	13,528	11,052	20,900
Non-Br. Ports in India	...	...	...	1,152,847	617,520	822,393	9	...	...	1,152,840	617,520	822,393
Foreign countries	5,179	2,933	3,172	75,060	41,017	43,345	...	...	...	80,280	43,060	46,341
<b>TOTAL</b>	<b>185,771</b>	<b>125,691</b>	<b>100,511</b>	<b>1,505,107</b>	<b>829,082</b>	<b>953,271</b>	<b>9</b>	<b>...</b>	<b>1,151</b>	<b>1,602,880</b>	<b>954,713</b>	<b>1,144,951</b>
<b>TOTAL OF IMPORTS</b>	<b>779,990</b>	<b>783,936</b>	<b>606,042</b>	<b>6,851,213</b>	<b>5,130,953</b>	<b>6,725,678</b>	<b>605,377</b>	<b>544,597</b>	<b>608,756</b>	<b>8,146,580</b>	<b>6,258,613</b>	<b>7,440,086</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of December 1898, and from corresponding periods of the years 1896 and 1897.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in December.</b>												
<b>WHEAT</b>												
By Rail and River—												
Bengal	22,731	9,308	73,147	...	...	...	...	...	...	22,731	9,308	73,147
N. W. P. & Oudh	13,197	180,025	264,864	...	36,053	113,868	...	...	10,899	13,197	180,025	264,864
Punjab	1	9,349	1,010	...	10,404	72,325	55,199	270,873	538,739	55,200	267,617	632,130
Cent. Provs.	14,521	...	...	987	11,799	64,632	...	...	...	15,508	11,799	64,632
Bombay	...	...	...	6,527	9,427	43,680	...	...	...	15,527	9,427	43,680
Sind	...	...	...	...	...	...	3,002	111,996	114,540	2,902	111,996	114,540
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bihar	...	...	...	54	...	...	...	...	...	54	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	4,534	8,144	10,808	...	...	...	4,534	8,144	10,808
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>50,650</b>	<b>195,673</b>	<b>339,027</b>	<b>12,152</b>	<b>59,837</b>	<b>319,564</b>	<b>58,101</b>	<b>382,869</b>	<b>684,287</b>	<b>120,009</b>	<b>648,329</b>	<b>1,332,878</b>
By Sea—												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	475	...	...	20	...	10,625	750	...	...	1,245	...	10,625
Sind	...	...	...	54,133	128,164	95,720	...	...	...	54,133	128,164	95,720
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	110	14,451	...	...	...	...	110	14,451
Foreign countries	312,050	...	...	22,718	...	...	3,080	...	4	137,848	...	...
<b>TOTAL</b>	<b>312,525</b>	<b>...</b>	<b>...</b>	<b>76,872</b>	<b>128,274</b>	<b>106,795</b>	<b>3,830</b>	<b>...</b>	<b>4</b>	<b>299,227</b>	<b>128,274</b>	<b>120,800</b>
<b>TOTAL OF IMPORTS</b>	<b>363,175</b>	<b>195,673</b>	<b>339,027</b>	<b>89,024</b>	<b>198,111</b>	<b>426,359</b>	<b>61,931</b>	<b>382,869</b>	<b>684,291</b>	<b>519,236</b>	<b>776,603</b>	<b>1,453,678</b>

## Imports from January to December.

<b>WHEAT</b>												
By Rail and River—												
Bengal	434,173	140,661	704,009	...	222	...	...	...	...	434,173	140,661	704,009
N. W. P. & Oudh	630,009	1,378,209	4,635,009	8,735	511,048	2,477,400	...	...	140,064	859,734	1,400,247	2,360,463
Punjab	113,076	88,922	125,090	15,732	40,474	1,114,306	1,463,029	1,823,313	8,180,642	1,593,347	1,058,709	9,420,830
Cent. Provs.	143,469	26,854	2,250	628,162	39,380	1,513,787	...	...	...	268,831	66,734	1,513,787
Bombay	...	...	...	1,222,801	216,787	1,352,180	...	...	...	1,222,801	216,787	1,352,180
Sind	...	...	...	...	...	...	583,704	902,163	1,864,139	885,704	902,163	1,864,139
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bihar	3,708	...	...	34,563	152	7,279	...	...	...	40,301	152	7,279
Assam	78	284	840	...	...	...	...	...	...	78	284	840
Raj. & C. I.	...	278	70	588,070	71,407	462,579	...	...	23	588,070	71,407	462,579
Nizam's Terr.	...	...	...	1,503	27	1,345	...	...	...	1,503	27	1,345
Mysore	...	...	...	5,747	...	...	...	...	...	5,747	...	...
<b>TOTAL</b>	<b>1,548,195</b>	<b>1,631,108</b>	<b>5,468,968</b>	<b>2,515,537</b>	<b>426,897</b>	<b>6,929,193</b>	<b>2,349,633</b>	<b>2,725,476</b>	<b>10,194,768</b>	<b>6,413,355</b>	<b>4,847,671</b>	<b>22,362,330</b>
By Sea—												
Bengal	804	75	...	4,659	9	15	822	...	...	5,285	84	15
Bombay	80,450	...	...	415,362	3,071	78,570	2,026	60	96	437,838	6,033	78,570
Sind	...	...	...	940,895	1,286,469	813,786	47	61	...	940,903	1,286,530	813,786
Madras	1,563	...	1,069	...	86	78	...	...	...	1,563	86	78
Burma	...	...	...	1,297,717	...	...	...	...	...	1,297,785	...	...
Non-Br. Ports in India	...	...	...	38,718	14,433	515,883	21,250	...	890	59,070	14,433	515,883
Foreign countries	319,050	82,254	...	77,919	54,882	32	24,803	1,216	4	414,774	138,338	319,050
<b>TOTAL</b>	<b>334,515</b>	<b>82,329</b>	<b>1,074</b>	<b>1,617,435</b>	<b>1,361,822</b>	<b>1,398,283</b>	<b>48,978</b>	<b>1,337</b>	<b>990</b>	<b>2,000,918</b>	<b>1,445,338</b>	<b>1,210,347</b>
<b>TOTAL OF IMPORTS</b>	<b>1,882,710</b>	<b>1,713,437</b>	<b>5,469,042</b>	<b>4,132,972</b>	<b>1,848,719</b>	<b>8,327,476</b>	<b>2,398,611</b>	<b>2,726,813</b>	<b>10,195,758</b>	<b>8,414,273</b>	<b>6,293,009</b>	<b>23,572,677</b>



*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river from 1st January to 31st December 1898, compared with 1897 and 1896.*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.	1896.	1897.	1898.
<b>Imports in December.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	64,855	141,195	241,525	...	...	...	...	...	...	64,855	141,195	241,525
N.W. P. & Oudh	7,086	24,091	85,097	16	2,264	5,937	...	...	...	7,702	26,355	91,032
Punjab	...	...	...	...	...	1	...	10	3	...	11	...
Cent. Provs.	...	...	1,808	3,050	13,400	26,789	...	...	...	3,050	13,400	26,789
Bombay	...	...	...	10,834	46,147	50,120	...	...	...	10,834	46,147	50,120
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	317	70	583	...	...	...	317	70	583
Berar	...	...	...	4,517	27,595	9,045	...	...	...	4,517	27,595	9,045
Assam	450	1,247	45	...	...	...	...	...	...	450	1,247	45
Raj. & C. I.	...	...	...	1,070	5,454	26,476	...	...	...	1,070	5,454	26,476
Nizam's Terr.	...	...	...	9,424	16,063	15,825	...	...	...	9,424	16,063	15,825
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>73,021</b>	<b>166,833</b>	<b>328,455</b>	<b>20,857</b>	<b>112,602</b>	<b>136,783</b>	<b>...</b>	<b>10</b>	<b>3</b>	<b>104,858</b>	<b>280,536</b>	<b>465,140</b>
<i>By Sea—</i>												
Bengal	34	...	133	...	...	...	...	...	...	34	...	133
Bombay	...	...	...	9	...	49	9	...	...	18	...	...
Sind	...	...	...	5	...	...	...	...	...	5	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	145	677	881	...	...	...	145	677	881
Foreign countries	...	...	...	203	581	585	...	...	...	204	583	588
<b>Total</b>	<b>35</b>	<b>...</b>	<b>153</b>	<b>423</b>	<b>1,258</b>	<b>1,515</b>	<b>9</b>	<b>...</b>	<b>...</b>	<b>466</b>	<b>1,238</b>	<b>1,669</b>
<b>Total of Imports</b>	<b>73,056</b>	<b>166,833</b>	<b>328,608</b>	<b>20,280</b>	<b>114,051</b>	<b>136,297</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>105,324</b>	<b>281,774</b>	<b>466,809</b>
<b>Imports from January to December.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	2,343,820	2,028,321	4,045,853	...	...	21	...	...	...	2,343,820	2,028,321	4,045,853
N.W. P. & Oudh	539,281	701,698	1,604,802	25,740	48,540	230,146	1,320	...	1,773	580,259	750,738	1,834,777
Punjab	401	...	...	25	...	749	14,856	2,565	8,497	14,750	2,515	4,000
Cent. Provs.	87,405	1,439	45,210	361,425	136,151	674,726	...	...	...	445,903	137,500	719,600
Bombay	...	...	...	1,507,176	178,020	730,349	...	...	...	1,507,176	178,020	730,349
Sind	...	...	...	...	...	...	215	28	...	215	28	...
Madras	...	...	...	101,467	173	37,212	...	...	...	101,467	173	37,212
Berar	61,755	4,229	...	718,016	84,714	334,796	...	...	...	781,775	88,943	351,000
Assam	34,422	28,066	66,694	...	...	...	...	...	...	34,422	28,066	66,694
Raj. & C. I.	...	7	20,447	106,684	107,053	253,627	...	...	...	106,684	107,053	253,627
Nizam's Terr.	...	...	...	371,025	60,975	213,278	...	...	...	371,025	60,975	213,278
Mysore	...	...	...	104	157	...	...	...	...	104	157	...
<b>Total</b>	<b>3,028,349</b>	<b>2,773,762</b>	<b>5,783,066</b>	<b>3,432,401</b>	<b>615,773</b>	<b>2,580,917</b>	<b>15,700</b>	<b>2,593</b>	<b>10,270</b>	<b>6,586,450</b>	<b>3,399,128</b>	<b>8,374,750</b>
<i>By Sea—</i>												
Bengal	1,432	...	8,008	175	...	...	...	...	...	1,607	...	2,000
Bombay	...	...	...	1,242	1,643	1,386	88	40	12	1,430	1,683	1,300
Sind	...	...	...	9,757	8,090	2,343	...	...	...	9,757	8,090	2,343
Madras	208	...	...	...	...	...	...	...	...	208	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	19,788	5,940	2,980	...	...	...	19,788	5,940	2,980
Foreign countries	5	...	...	4,505	13,456	5,870	...	...	...	4,506	13,456	5,870
<b>Total</b>	<b>1,645</b>	<b>...</b>	<b>8,008</b>	<b>25,563</b>	<b>23,095</b>	<b>12,388</b>	<b>88</b>	<b>40</b>	<b>12</b>	<b>37,896</b>	<b>23,135</b>	<b>14,600</b>
<b>Total of Imports</b>	<b>3,029,994</b>	<b>2,773,762</b>	<b>5,785,074</b>	<b>3,517,964</b>	<b>638,868</b>	<b>2,593,305</b>	<b>15,788</b>	<b>2,633</b>	<b>10,282</b>	<b>6,623,746</b>	<b>3,415,263</b>	<b>8,389,350</b>



by sea into Calcutta, the City of Bombay, and Karachi, during the month of December 1898, and from corresponding periods of the years 1896 and 1897—contd.

[illegible]

J. A. ROBERTSON,  
*Off. Director-General of Statistics.*

T. W. HOLDERNESS,  
*Secretary to the Government of India.*

Scutella, the 29<sup>th</sup> February 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 11TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 11TH FEBRUARY, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 17TH FEBRUARY, 1898.			WEEK ENDING 11TH FEBRUARY, 1899.			Earnings from 1st January to 11th February, 1898.	Earnings from 1st January to 11th February, 1899.	Increase.	Decrease.
		Miles.	Earnings.		Miles.	Earnings.					
			TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State lines worked by companies.											
Standard gauge—											
East Indian	604	1,740	12,33,873	709	1,745	12,37,000	703	75,21,568	73,90,000	...	1,31,568
Bengal Central	183	125	18,572	140	125	17,600	141	3,26,248	1,24,000	...	2,028
Bengal-Nagpur	181	804	1,57,216	184	1,186	1,87,990	158	8,67,866	10,52,000	1,84,134	...
Indian Midland (including Bhopal (East))	171	251	1,25,815	167	268	1,45,000	167	8,02,075	8,61,000	58,925	...
Borwada Estn. (East Coast State)	191	21	3,779	180	21	3,400	162	20,951	15,400	...	5,551
Madras-East sec. (Borwada-Mad.)	119	9	641	71	9	700	78	4,077	4,400	...	323
Metre gauge—											
Rajputana-Malwa (inclgd. G.-R.-Nagda)	264	1,815	4,44,716	245	1,815	4,90,000	270	25,80,803	29,19,000	3,38,195	...
Pilani-Poonch	44	17	517	30	17	500	29	2,836	3,000	...	1,664
South Indian	161	1,042	1,38,266	153	1,023	1,33,000	135	9,18,534	8,43,000	...	75,534
Kayamtham-Mutput	88	54	4,585	85	54	3,500	67	24,280	23,200	...	1,080
Southern Mahratta (inclgd. G.-M. Fron. sec.)	103	1,165	1,08,505	93	1,165	1,03,000	88	6,05,589	5,81,000	...	24,589
Kywar section (Southern Mahratta)	107	296	31,418	109	296	22,000	74	2,05,380	1,17,000	...	88,380
Bengal and North-Western system	163	827	1,23,978	161	928	1,36,000	108	8,21,001	8,34,000	12,999	...
Larknow-Darjeeling	106	231	17,578	76	232	21,800	94	1,35,038	1,24,000	...	11,038
Assam-Bengal.	90	286	25,255	91	306	30,000	75	1,47,004	1,90,000	42,996	...
Burma	223	930	2,38,257	248	930	2,16,000	231	13,83,005	12,47,000	...	1,36,005
TOTAL	266	10,178	20,66,350	265	10,817	27,61,600	255	1,61,68,178	1,62,37,000	68,822	...
State lines worked by the State.											
Standard gauge—											
North-Western (a)	287	2,886	7,36,163	255	2,886	6,26,000	217	45,70,466	32,82,000	...	12,88,466
Quid and Kohukhand (inclgd. the n. g. line)	217	875	1,68,935	186	1,013	2,18,000	211	11,46,107	12,20,000	73,893	...
Eastern Bengal (inclgd. metre & n. g.)	219	818	2,74,483	336	845	2,34,000	284	12,30,011	14,37,000	2,06,989	...
East Coast (b)	116	530	54,217	98	720	64,400	89	5,57,307	3,02,000	...	2,55,307
Special gauge—											
Je-hat	66	28	1,430	51	28	1,200	43	11,040	10,800	...	240
Cherra-Companyganj	20	...	(c)	...	...	...	...	(c)	...	...	...
TOTAL	261	5,143	12,32,793	249	5,480	11,40,200	265	79,34,991	70,29,000	...	8,05,991
Lines worked by guaranteed cos.											
Standard gauge—											
Great Indian Peninsula system	514	1,491	7,25,369	487	1,491	9,26,000	628	41,48,041	53,45,000	11,96,959	...
Bombay, Haroda and Central India	775	461	2,46,815	535	461	3,01,000	553	15,03,774	16,63,000	1,59,226	...
Madras	258	640	2,10,376	290	840	1,77,000	211	12,67,281	10,33,000	...	2,34,281
TOTAL	420	2,792	11,82,760	424	2,792	14,14,000	500	69,19,104	82,40,000	13,20,896	...
TOTAL (GUARANTEED AND STATE)	297	18,113	51,06,903	282	19,029	53,15,800	278	3,10,22,273	3,15,12,000	4,90,727	...
Assisted companies.											
Standard gauge—											
Delhi-Lambeta-Kalka	217	162	28,621	127	162	22,900	141	3,02,288	1,44,000	...	1,58,288
Larknow	320	22	2,361	335	22	5,200	282	41,377	34,100	...	7,277
Southern Punjab (Delhi-Samudra)	75	400	15,150	38	400	23,900	57	1,12,151	1,41,000	28,849	...
Tapti Valley	...	...	...	...	...	1,500	47	...	6,200	6,200	...
Metre gauge—											
Mysore-Bellary-Jawanpur-Jaganath-ganj	...	...	...	...	33	1,200	26	...	5,000	3,900	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	4,405	67	66	6,200	94	29,503	33,900	4,397	...
Bengal Division	106	40	3,705	104	40	2,600	72	22,170	15,700	...	6,470
Dibru-Sadiya	200	78	1,40,49	180	78	16,500	212	90,192	96,300	6,108	...
Ahmedabad-Patani	59	55	2,093	58	55	3,100	56	1,47,92	19,100	4,378	...
Special gauge—											
Darjeeling-Himalayan	266	31	8,430	165	31	12,000	235	58,387	54,000	...	4,387
Burai	150	21	2,933	144	21	5,200	248	19,250	21,900	2,650	...
TOTAL	135	691	27,464	90	900	1,00,300	144	6,50,240	5,72,100	...	78,140
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Gonda	31	74	1,825	25	74	5,200	70	13,293	32,400	19,107	...
Bhopal-Ujjain	26	114	6,712	77	114	11,900	104	53,102	66,700	13,598	...
Nagda-Ujjain	80	35	3,076	26	34	2,100	62	12,673	10,800	...	1,873
The Nizam's guaranteed state	235	334	78,593	235	334	83,400	250	4,45,476	4,50,000	4,524	...
The Cuckwar's Petlad	70	13	481	37	13	800	61	2,386	4,200	2,414	...
Rajputana-Bikaner	140	100	12,032	114	100	9,600	89	86,331	61,900	...	24,431
Kolar-Gold-fields	468	10	3,601	260	10	4,200	400	21,122	21,200	78	...
Metre gauge—											
Yamvaotpur-Mysore Frontier section (inclgd. M.-Nanipad)	71	60	4,880	71	66	2,500	38	26,087	15,800	...	10,287
The Cuckwar's Meharana	81	93	6,781	73	93	6,400	69	26,791	33,900	...	7,109
Kolhapur	55	29	2,445	51	29	2,000	69	7,403	10,400	2,995	...
Special gauge—											
The Cuckwar's Dabhol	58	79	3,294	42	79	4,000	51	18,622	20,400	1,478	...
Rajpura	13	19	85	4	24	1,000	42	415	2,000	2,185	...
Cooch Behar	53	22	742	34	23	1,200	48	8,007	7,000	...	407
TOTAL	123	990	1,45,207	140	1,003	1,24,100	124	7,33,090	7,39,500	6,410	...
Lines owned and worked by native states.											
Metre gauge—											
Bhavnagar-Gondal-Jungad-Perbetapur	126	334	27,059	81	334	39,100	117	1,90,408	2,07,000	16,592	...
Jetpur-Rajkot	80	40	3,010	95	40	3,400	74	20,669	20,200	...	469
Jamnagar	38	34	1,202	22	34	1,000	35	9,999	11,500	1,501	...
Udaipur	...	...	...	...	21	1,600	70	7,300	7,300	...	...
Jodhpur-Bikaner	66	564	23,652	70	407	38,500	95	1,41,483	2,23,000	81,517	...
Lodipur-Chaur	42	60	2,188	36	60	2,600	43	11,303	16,600	5,297	...
Special gauge—											
Motri	82	94	5,869	62	94	7,600	81	37,430	42,400	5,070	...
TOTAL	86	952	64,980	65	1,016	91,700	93	4,11,306	5,28,000	1,16,694	...
GRAND TOTAL	273	20,912	53,84,634	257	22,068	80,44,000	256	3,28,18,900	3,33,02,500	5,83,599	...

(a) Includes Jamnagar and Kachhar and Hyderabad-Bikaner sec.

(b) Includes Borwada-Madras sec.

(c) Closed for traffic.

CALCUTTA, the 24th February, 1899.

W. J. McELHINNY, Capt., R.E.

Offg. Under Secy. to the Govt. of India



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLIV of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April, 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 12TH FEBRUARY, 1898.				WEEK ENDING 11TH FEBRUARY, 1898.				Earnings from 1st April, 1897, to 12th February, 1898.	Earnings from 1st April, 1898, to 11th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile.		Total.	Per mile.						
State lines worked by companies.													
Standard gauge—		Miles.	Rs.	Pais.	Miles.	Rs.	Pais.	Rs.	Rs.	Rs.	Rs.		
East Indian	654	1,740	15,32,872	709	1,745	12,27,000	703	5,08,83,962	5,12,52,000	4,39,038	...	...	
Bengal Central	183	125	18,572	149	125	17,600	141	10,34,774	8,79,000	...	1,55,774	...	
Bengal-Nagpur	139	862	1,57,216	182	1,186	1,87,000	158	51,33,139	59,18,000	7,84,861	...	...	
Indian Midland (including Bhopal-Malwa)	135	759	1,25,815	167	868	1,45,000	167	52,74,743	52,94,000	1,19,257	...	...	
Berwada extn. (East Coast State)	155	21	3,779	180	21	3,400	162	1,39,456	1,31,000	...	8,456	...	
Madras-Enndr sec. (Berwada-Mad.)	135	9	641	71	9	700	78	30,355	34,000	...	3,645	...	
Metro gauge—													
Rajputana-Malwa (inclg. G. R.-Nagda)	210	1,815	4,44,716	245	1,815	4,20,000	237	1,70,02,686	1,97,50,000	27,47,314	...	...	
Palampur-Dogra	44	17	317	30	17	500	29	35,300	34,600	...	700	...	
South Indian	166	1,042	1,58,966	133	1,023	1,38,000	135	79,20,068	72,95,000	...	6,25,068	...	
Mayavaram-Mutpet	92	54	4,585	85	54	3,600	67	2,29,239	2,13,000	...	16,239	...	
Southern Mahratta (inclg. G. M. Iron. sec.)	113	1,165	1,08,505	93	1,165	1,03,000	88	60,64,084	46,69,000	...	13,95,084	...	
Mysore section (Southern Mahratta)	123	296	31,418	106	296	2,500	74	16,96,045	10,99,000	...	5,97,045	...	
Bengal and North-Western system	147	827	1,32,928	161	823	7,50,000	168	53,45,607	55,55,000	2,10,393	...	...	
Lucknow-Bareilly	81	231	17,578	76	231	22,200	94	7,47,713	8,82,000	1,34,287	...	...	
Aman-Bengal	73	286	25,055	91	398	30,000	75	7,47,713	11,93,000	3,45,287	...	...	
Burma	186	236	2,22,257	248	236	2,16,000	231	71,50,164	71,93,000	35,836	...	...	
TOTAL	243	10,179	20,56,350	265	10,817	27,61,000	255	10,95,12,007	11,45,03,500	49,91,493	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	7,26,168	235	2,886	6,26,000	217	3,01,14,160	3,18,96,000	17,81,840	...	...	
Odish and Rohilkhand (inclg. the m.g. link)	103	875	1,62,995	186	1,013	2,14,000	211	75,96,645	86,80,000	10,83,355	...	...	
Eastern Bengal (inclg. metre gauge 2' 6")	362	818	2,77,473	326	825	2,24,000	254	1,34,78,411	1,24,30,000	...	10,48,411	...	
East Coast (b)	106	536	52,717	98	720	64,400	84	25,64,710	23,09,000	...	2,55,710	...	
Special gauge—													
Forhat	69	28	1,430	51	28	1,200	43	81,446	81,500	...	64	...	
Cherra-Compassganj	44	...	(c)	...	...	600	75	(d) 4,257	(e) 4,400	...	143	...	
TOTAL	235	5,243	12,27,791	239	5,460	11,40,300	203	5,37,78,629	5,34,10,000	36,31,321	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	181	2,491	7,73,569	437	1,491	9,35,000	628	2,43,35,810	3,06,13,000	62,76,190	...	...	
Bombay, Baroda and Central India	586	461	2,46,315	535	461	3,01,000	663	1,42,86,661	1,41,15,000	...	1,71,661	...	
Madras	261	640	2,10,376	250	840	1,77,000	211	99,44,311	90,79,000	...	8,65,311	...	
TOTAL	379	3,792	11,29,760	424	5,792	14,14,000	506	4,84,67,782	5,38,07,000	73,56,218	...	...	
TOTAL (GUARANTEED AND STATE)													
Assisted companies.	269	18,113	51,06,403	282	19,069	53,13,300	278	20,97,08,418	22,07,20,500	1,09,52,082	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	207	162	26,621	177	162	22,900	141	15,03,228	12,51,000	...	2,52,228	...	
Turkistan	278	22	7,381	335	22	6,200	282	2,00,647	2,54,000	...	53,353	...	
Southern Punjab (Delhi-Samaita)	42	400	15,150	38	400	32,000	57	(f) 12,15,792	12,04,000	10,48,208	...	...	
Tapti Valley	...	...	...	...	...	1,500	42	...	(g) 9,000	9,000	...	...	
Metro gauge—													
Mymensingh-Jamsherdham-Jagannath-ganj	...	...	...	...	...	1,700	36	...	(h) 13,900	13,900	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	121	66	4,405	67	66	6,200	94	3,34,330	6,06,000	51,670	...	...	
Bengal Doorga	149	36	3,761	104	36	2,800	72	2,55,082	2,55,000	...	82	...	
Dibrugarh	198	78	14,649	138	78	16,500	212	6,81,959	6,92,000	10,041	...	...	
Aligarh-Bareilly	45	55	2,093	38	55	3,100	56	(i) 8,700	1,39,000	53,210	...	...	
Special gauge—													
Darjeeling-Himalayan	274	51	8,436	163	51	12,000	235	6,46,936	6,48,000	1,064	...	...	
Malwa	125	27	2,938	142	27	5,200	248	1,15,978	1,00,000	...	15,978	...	
TOTAL	147	891	87,464	98	960	1,00,300	104	4,125,700	50,17,900	8,92,140	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Uda-Guana	26	74	1,825	25	74	5,200	70	84,901	1,33,000	48,099	...	...	
Bhopal-Ujjain	61	114	8,742	77	114	11,900	104	3,06,301	3,72,000	65,699	...	...	
Nagda-Lijam	60	35	3,076	38	34	2,100	62	90,037	1,00,000	10,963	...	...	
The Nizam's guaranteed state	211	334	75,503	235	334	82,400	230	31,35,876	33,94,000	2,58,124	...	...	
The Lucknow's Poted	84	13	481	37	13	800	62	54,401	90,000	...	35,599	...	
Rajputana-Bharatpur	122	108	12,032	111	100	9,000	89	6,00,370	5,51,000	...	49,370	...	
Rota-Ludhiana	402	10	3,601	300	10	4,000	400	1,77,985	1,73,000	...	4,985	...	
Metro gauge—													
Tevantpur-Mysore Frontier sec. (inclg. M.-Nanjangud)	84	66	4,680	71	66	2,500	38	2,62,496	1,71,000	...	91,496	...	
The Lucknow's Bishnupur	71	93	6,781	73	93	6,400	69	2,99,003	3,01,000	1,997	...	...	
Kolhapur	57	29	1,445	50	29	2,000	69	75,709	70,200	...	5,509	...	
Special gauge—													
The Lucknow's Dabhoi	51	79	3,294	42	79	4,000	51	1,79,960	1,86,000	6,040	...	...	
Rajpipla	11	19	65	4	24	1,000	42	10,120	10,000	...	120	...	
Lodh Behar	34	32	742	34	25	1,300	43	50,910	58,200	7,290	...	...	
TOTAL	120	990	1,25,287	120	1,003	1,34,100	134	53,24,200	55,76,200	2,52,000	...	...	
Lines owned and worked by native states.													
Standard gauge—													
Chavangar-Gondal-Junagadh-Por-	97	334	27,059	81	334	39,100	117	14,69,129	14,99,000	23,871	...	...	
Baroda	83	46	3,010	65	46	3,400	74	1,74,738	1,55,000	...	19,738	...	
Junagadh	38	54	1,302	29	54	1,900	35	(j) 94,475	92,800	...	1,675	...	
Chavangar	...	...	...	...	...	1,000	20	...	(k) 30,400	30,400	...	...	
Chavangar-Chittor	68	364	23,652	70	407	38,500	95	10,23,983	11,90,000	2,66,017	...	...	
Metro gauge—													
Baroda	38	60	2,108	26	60	2,000	43	1,04,013	1,33,000	28,987	...	...	
TOTAL	93	94	5,869	62	94	7,600	81	3,71,311	3,47,000	24,311	...	...	
GRAND TOTAL													
	75	253	64,900	68	1,016	24,700	93	32,36,846	35,40,100	3,03,254	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shahpalk rya.

(b) Includes Secunderabad-Medra rya.

(c) Closed for traffic.

(d) From 1st April to 12th June, 1897.

(e) From 1st to 20th April, 1898, and from 1st January to 15th February, 1899.

(f) From 1st November, 1897, to 12th February, 1898.

(g) From 1st December, 1897, to 12th February, 1898.

(h) From 1st December, 1897, to 12th February, 1898.

(i) From 1st May, 1898, to 12th February, 1899.

(j) From 1st April, 1897, to 12th February, 1898.

(k) From 1st June, 1898, to 12th February, 1899.

W. J. MCELHINNY, Capt., R.E.



GOVERNMENT OF INDIA,  
FINANCE AND COMMERCE DEPARTMENT.

**REPORT ON THE CASH BALANCES AND RESOURCE OPERATIONS OF THE INDIAN TREASURIES FOR THE TWELVE MONTHS FROM OCTOBER 1897 TO SEPTEMBER 1898.**

No. 588A, dated Calcutta, the 23rd February 1899.

ORDER—By the Government of India, Finance and Commerce Department.

**READ—**

Letter from the Comptroller and Auditor General, No. 1886, dated the 7th February 1899, submitting a report on the Cash Balances and Resource Operations of the Indian Treasuries for the twelve months from October 1897 to September 1898.

ORDERED that the letter and its annexures be published in the *Gazette of India* for general information.

H. H. RISLEY,  
*Offg. Secretary to the Government of India.*

No. 1886, dated Calcutta, the 7th February 1899.

From—The Comptroller and Auditor General,

To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit my report on the Cash Balances and Resource Operations of our Treasuries for the twelve months from October 1897 to September 1898.

**Minimum Balances.**

2. The following table gives the estimated Minimum Balances for all India for each month, from October 1898 to September 1899, and their distribution between the District Treasuries of the several Provinces and the Reserve Treasuries and Presidency Banks. The usual statements, marked A and B, showing the comparison of these balances with the estimates of previous years, are appended at the end. In the table the total balances at the Presidency towns have been shown as usual in a lump sum in a separate column:—

[In lakhs of Rupees.]

	DISTRICT TREASURIES.										Presidency Bank and Reserve Treasuries.	Grand Total.
	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W.P. and Oudh.	Punjab.	Madras.	Bombay.	Total.		
1st October 1898	34	41	48	29	70	1,36	94	70	1,00	6,21	4,98	11,20
November	24	40	44	25	75	1,00	85	70	1,00	5,63	3,47	9,10
December	23	35	40	20	75	1,06	75	60	85	5,19	3,21	8,40
January 1899	26	35	45	25	75	1,30	80	75	90	5,83	2,67	8,50
February	31	40	58	40	90	1,45	1,02	1,20	90	7,16	4,24	11,40
March	43	48	74	44	1,00	1,63	96	1,15	1,10	7,93	4,07	12,00
April	47	48	87	43	1,90	1,63	95	1,25	95	8,88	5,12	14,00
May	30	46	71	40	1,30	1,43	90	1,15	95	7,60	5,10	12,70
June	42	48	63	36	90	1,70	85	95	90	7,19	4,81	12,00
July	45	50	61	36	1,00	1,75	1,12	90	1,00	7,69	5,11	12,80
August	33	47	59	35	80	1,80	1,10	80	1,00	7,06	5,04	12,10
September	36	44	59	31	75	1,40	1,00	75	1,00	6,60	4,90	11,50



3. As soon as the special pressure on our cash balances was removed, steps were taken to reduce the number of temporary Currency Chests, and as many as 124 were closed during the year. The Accountants General have revised their minima with reference to this change and to the remark contained in the last Report. With a very few exceptions I have accepted them in the above table. The balances for all India have been estimated by me on the principle explained in previous reports.

#### Cash Balances.

4. The following statement shows the distribution of the actual balances in thousands of rupees on the first day of each month during 1897-98, with the corresponding figures of the previous year:—

	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.	September closing balance.
<b>1897-98.</b>													
Reserve Treasuries .	1,14,89	1,27,49	81,67	1,60,56	2,38,65	3,41,00	3,13,50	2,36,20	1,64,66	1,18,60	2,93,06	8,11,79	2,02,98
Presidency Banks .	1,19,44	1,27,45	1,65,72	1,72,28	1,44,53	1,57,64	1,49,85	1,68,75	1,55,37	1,39,47	1,49,44	1,98,82	1,24,07
District Treasuries .	5,27,67	5,32,99	5,60,25	6,64,26	9,11,46	9,16,21	11,22,89	9,67,46	9,60,62	10,40,77	10,55,37	10,96,45	10,32,67
<b>TOTAL</b>	<b>7,62,00</b>	<b>8,07,93</b>	<b>8,07,64</b>	<b>9,97,10</b>	<b>12,94,84</b>	<b>14,14,85</b>	<b>15,98,25</b>	<b>13,72,41</b>	<b>12,80,65</b>	<b>13,18,84</b>	<b>14,97,87</b>	<b>19,37,06</b>	<b>12,99,72</b>
<b>1896-97.</b>													
Reserve Treasuries .	2,35,26	87,12	1,05,37	1,02,46	1,55,32	92,92	94,08	1,51,54	1,58,64	60,46	65,21	63,07	1,14,89
Presidency Banks .	1,58,74	1,65,26	1,99,18	1,75,30	1,55,80	1,65,13	1,68,03	1,65,52	1,66,26	1,50,31	1,34,62	1,66,05	1,19,44
District Treasuries .	8,62,05	7,27,29	5,30,81	5,94,31	8,89,84	9,28,48	11,24,38	9,24,24	8,35,14	9,07,70	7,25,47	6,21,31	5,27,67
<b>TOTAL</b>	<b>12,56,05</b>	<b>9,79,67</b>	<b>7,45,36</b>	<b>9,62,07</b>	<b>11,04,96</b>	<b>11,86,53</b>	<b>13,87,29</b>	<b>12,41,32</b>	<b>11,60,04</b>	<b>11,18,47</b>	<b>9,25,30</b>	<b>8,30,43</b>	<b>7,62,00</b>

5. During the period referred to in the above table the balances passed through two crises, once in December 1896 and again in October 1897. The former was caused by famine and plague, as stated in the last Report, and the same causes, together with the war on the North-Western Frontier, produced the latter. Both occasions required the adoption of special measures for husbanding the resources and working the treasuries with extremely low balances. Help was obtained in December 1896 by the investment of 200 lakhs of the Currency Reserve (*vide* last Report), and in October 1897 by a remittance of 100 lakhs from the Secretary of State. The low state of the balances gave rise to frequent calls for assistance from treasuries at short notice, and to meet them numerous Currency chests were used. They numbered 144 on 1st December 1896 and 212 on 1st October 1897. The reason why more Currency chests were required on the latter date, although the balance was 17 lakhs higher, was that the special receipt referred to above was 100 lakhs less, and the net outgoings of the months were 71 lakhs more than in the previous year.



6. The relief afforded by the currency investment of December 1896 was only temporary. The effects of famine and plague grew more serious in the subsequent months, and it became necessary to reduce the capital expenditure on Railways in July 1897, and to ask the Secretary of State to suspend his drawings in September 1897. These measures, however, proved insufficient, and in October 1897, when the balance was 495 lakhs lower than in October 1896, they were supplemented by the remittance from the Secretary of State mentioned above. The balances, however, remained very low until December, when Revenue collections improved the position and Famine Relief works began to be closed. The Secretary of State was able to resume his drawings by the middle of this month, and the balances rose steadily till they reached about 16 crores in April, being 2 crores higher than the corresponding figure of the previous year. A considerable improvement in Railway Revenue and in some of the principal heads of Revenue immediately after April, and the termination of the Military operations on the North-Western Frontier soon after, enabled Government to effect a reduction in the intended amount of the new loan and maintain easy balances throughout the second half of the twelve months under report.

7. The details given in the statement contained in para. 4 show that the balances in the hands of the Presidency Banks were kept at a fairly high level during the year, the reduction in the balances being, as far as possible, effected at Government treasuries.

#### Movement of Funds.

8. The following table shows the net result of Inter-Provincial transfers by "Foreign Remittances" and "Supply Bills" during the year, and compares the position of each province with the previous year, eliminating in the last column the changes in its balance :—

[In thousands of Rupees.]

	FOREIGN REMITTANCES.				FOREIGN SUPPLY BILLS.		Comparison with previous year. Net received more or not sent less +. Net received less or not sent more —.	VARIATION IN BALANCES.		Comparison with previous year excluding variation in balances. Net received more or not sent less +. Net received less or not sent more —.
	Funds supplied to other Provinces.	Funds received from other Provinces.	Net received + Net supplied.	Previous year. Net received + Net supplied.	1897-98.	1896-97.		1896-97.	1897-98.	
India General	5,71,03	16,74,03	+ 8,02,10	+ 5,04,28	-37,07	-27,22	+ 1,07,07	-51,00	+ 1,10,61	+ 27,27
Central Provinces	42,60	45,10	+ 2,50	+ 1,65,83	+ 2,32	-2,42	-1,57,59	-3,11	+ 51,01	-2,11,71
Burma	2,24,78	5,08	-3,89,70	-2,30,34	-15	-1,34	+ 11,81	-30,41	+ 72,93	-91,51
Assam	28,72	28,50	-36	-12,77	+ 7,30	-6,60	+ 31,60	-8,26	+ 12,61	+ 10,73
Bengal	1,02,53	1,02,05	-8,90,48	-9,57,62	+ 39,55	+ 40,42	+ 60,37	-1,08,60	+ 1,60,25	-2,17,58
N.W. Provinces and Oudh	1,16,31	1,52,20	-64,02	+ 4,15,03	+ 4,32	+ 11,50	-4,80,39	-5,91	+ 20,26	-5,10,46
Punjab	4,00	3,73,97	+ 3,69,97	+ 2,23,48	+ 73,32	+ 92,69	+ 1,37,12	-43,70	+ 71,86	+ 10,56
Madras	4,45,36	1,01,28	-3,44,08	-1,63,82	+ 23,05	+ 14,77	-1,81,98	-43,54	+ 15,05	-2,40,57
Bombay	2,19,02	5,63,08	+ 3,44,07	-29,07	-1,06,43	-1,16,02	+ 3,82,71	-1,08,33	+ 1,05,14	+ 28,24
TOTAL	30,45,24	30,45,24	..	..	-2,72	+ 1,64	-4,36	-4,94,95	+ 6,37,72	-11,37,63



9. The causes which led to the changes exhibited in the last column of the above table are explained in detail by the following statement:—

[In lakhs of Rupees.]

Receipts more or disbursements less + Receipts less or disbursements more -	India	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P.	Punjab.	Madras.	Bombay.	Total.
<b>Revenue—</b>										
Land . . . . .	..	+28	+23	+2	+15	+1,77	+39	+63	+38	+3,25
Opium (net) . . . . .	..	..	..	..	-63	..	..	..	..	-63
Salt . . . . .	+10	..	..	..	-4	..	..	+42	+8	+56
Provincial Rates . . . . .	+1	+4	+1	+1	+1	+20	+7	+7	+1	+43
Customs . . . . .	..	..	+33	..	+19	..	..	-7	+18	+65
Other Heads . . . . .	-4	-1	+5	+2	..	+22	+17	+8	-8	+41
<b>Expenditure—</b>										
Famine Relief (Civil and Public Works) . . . . .	+1	+1,17	+9	..	+1,10	+3,03	+18	+85	+91	+6,37
Other Civil Expenditure . . . . .	+17	+1	-3	+1	+22	+3	+7	-7	+3	+56
Council Bills . . . . .	+1,53	..	..	..	..	..	..	+4	-3,94	-2,37
India Bills remitted from England . . . . .	+17	..	..	..	..	..	..	..	+83	+1,00
New Loans . . . . .	-17	..	-20	..	..	..	..	-8	-99	-1,44
Loans discharged . . . . .	+52	..	..	..	..	..	..	..	..	+52
Currency Investment (Act XXI of 1896) . . . . .	-2,00	..	..	..	..	..	..	..	..	-2,00
Remittances Transfer Receipts on account of the Indian Famine Charitable Relief Fund . . . . .	-1,13	+31	+3	..	..	+47	+9	+12	+13	..
Loans and Advances . . . . .	..	+22	+2	..	+35	+46	+17	+25	+60	+1,97
Special withdrawal during 1896-97 from the Post Office Savings Bank on account of the East Indian Railway Provident Fund . . . . .	+53	..	..	..	..	..	..	..	..	+53
Other Post Office issues (net) . . . . .	-4	..	+5	+8	+10	-3	-15	+10	-10	..
Military issues (net) . . . . .	+16	+9	+5	+1	+2	+13	-2,03	+7	..	-2,49
Public Works Ordinary (net, exclud- ing Famine Relief Expenditure) . . . . .	-7	-8	+9	-7	-7	+1	+20	+23	+8	+32
Railways (net, including Guaranteed Railways) . . . . .	+25	..	+11	-3	+26	-32	+43	-16	+1,35	+1,89
Other Items . . . . .	-27	-1	+8	-16	+50	+13	+22	-8	-18	+13
	-27	+2,12	+91	-11	+2,17	+5,12	-19	+3,41	-79	+11,37

10. It appears from this statement that large improvements occurred in many provinces (especially North-Western Provinces, Central Provinces, Madras and Bengal), chiefly on account of a favourable agricultural season and the disappearance of famine. From these causes the revenue increased, expenditure on Famine Relief was discontinued, advances made in the previous year in connection with Famine were repaid, and the traffic on Railways revived. These improvements in the Punjab were, however, insufficient to raise the balances there higher than they had been in the previous year in consequence of war expenditure, and in Bombay in consequence of very large payments of Council Bills and the shortness of loan receipts there. The heads printed in italics in the above statement represent special transactions of 1896-97, which did not recur in 1897-98.

11. Details of Inter-Provincial Remittances shown in the table under para. 8 are given in the statement marked C annexed to this report. As compared with the corresponding statement of the last report, there was a decrease in the total amount of each kind of remittance, except transfers through Banks, the total of all kinds decreasing from 40 to 35 crores. This followed from easier balances which rendered fewer remittances necessary. The transfers through the Currency



Department, under which the heaviest transactions occur, show the most marked decrease, viz., from 22 to 13 crores, their amount in the previous year having been abnormally high on account of their frequent occurrence. On the other hand, transfers through Banks, which are made for meeting the demands of trade, increased, the increase in the net amount remitted to Bombay alone having been 192 lakhs, the result of the brisk trade in wheat at Karachi and Bombay. The transfers between Bengal and India in the accounts of the Bank of Bengal are only technically remittances, and their amount was almost the same as in the previous year.

12. Of the differences between the amounts of Foreign Supply Bills of the two years given in the table under para. 8, the following only need be noticed. In Assam the receipts increased as the traders, especially in Sylhet, used this form of remittance more freely than before. As Bengal drew less on the Central Provinces, the net receipts of the former decreased and the net result of the latter was converted into a receipt on account of smaller payments of these bills. Larger amounts of bills were drawn upon Punjab in connection with the wheat trade, the payment of which reduced the net receipts of the province. The "Variation in balances" given in the same table shows that in both years the increase or decrease in the total balance was distributed among all provinces.

13. The following statement gives the usual particulars of the large Foreign Remittances, as well as the more important of the Local Remittances, including Supply Bills, local and foreign :—

[In lakhs of Rupees.]

NATURE OF OPERATIONS.	FORM OF REMITTANCE.					TOTAL.	REMARKS.
	Currency notes.	Specie.	Bills.	Bank and Telegraph Transfers.	Currency Transfers.		
Supplies drawn to Calcutta—							
From Provinces included in the Bengal Presidency . . . . .	2,18	1,56	1,75	2	4,01	8,46	
From Burma . . . . .	—	—	—	—	2,21	2,21	
Supplies from Calcutta to Provinces included in the Bengal Presidency . . . . .	46	17	21	37	1,80	3,52	
Supplies from Bombay to Calcutta . . . . .	—	—	63	24	1,00	1,86	
Supplies from Calcutta to Bombay . . . . .	—	—	—	3,48	30	3,76	
Supplies from Districts to Head-Quarters in the Bombay Presidency . . . . .	40	30	1,04	36	1,63	3,05	
Supplies from Head-Quarters to District Treasuries in the Bombay Presidency and to Central India and Berar . . . . .	74	50	35	—43	1,37	2,63	
Supplies from Districts to Head-Quarters in the Madras Presidency . . . . .	15	41	22	2,22	5,01	7,91	
Supplies from Head-Quarters to District Treasuries in the Madras Presidency . . . . .	11	35	4	2	1,62	2,14	
Supplies from Madras to Calcutta . . . . .	—7	9	19	—7	—50	—36	
Supplies from Madras to Bombay . . . . .	—	1	26	88	45	1,60	
Supplies to Madras from other places . . . . .	3	—	—	—	—2,20	—2,21	
Supplies from Ajmere and Sambhar . . . . .	69	43	—	—	46	1,57	
Supplies from Beawal and N.-W. P. Treasuries to Opium Districts . . . . .	—	24	—	—	75	99	
Supplies to Punjab . . . . .	73	45	1,38	—	3,43	3,68	
Supplies to Military Stations* . . . . .	17	3	—	—	34	48	* Quetta, Indore, Poona.
Currency Remittance of Specie—							
Bombay to Calcutta . . . . .	—	50	—	—	—	50	
" " Rangoon . . . . .	—	30	—	—	—	30	
" " Lahore . . . . .	—	65	—	—	—	65	
" " Allahabad . . . . .	—	10	—	—	—	10	
Cawnpur to Rawalpindi . . . . .	—	70	—	—	—	70	
Allahabad to Calcutta . . . . .	—	45	—	—	—	45	
Ajmere and Sambhar to Bombay . . . . .	—	18	—	—	—	18	
Madras to Calcutta . . . . .	—	38	—	—	—	38	
" " Bombay . . . . .	—	19	—	—	—	19	
" " Lahore . . . . .	—	63	—	—	—	63	
" " Delhi . . . . .	—	5	—	—	—	5	
Lahore to Calcutta . . . . .	—	30	—	—	—	30	
Delhi to Bombay . . . . .	—	10	—	—	—	10	
Ajmere to Delhi . . . . .	—	18	—	—	—	18	
Calcutta to Rangoon . . . . .	—	30	—	—	—	30	
Karachi to Quetta . . . . .	—	12	—	—	—	12	
Raipur to Lahore and Amritsar . . . . .	—	10	—	—	—	10	
Madras to Cuttack . . . . .	—	5	—	—	—	5	



the demand on Bombay having fallen off by 6 lakhs. The transfers through the Bank of Bengal from the treasury and the currency chest at Nagpore amounted to a net deposit of 2 lakhs against a net drawal of 4 lakhs in the previous year.

18. In *Burma* 117 lakhs were supplied by District Treasuries to Rangoon against 52 in 1896-97 to meet the increased drawings of the Bank of Bengal during the rice season. The total amount of local Bills sold on the Bassein Currency Agency was 13 lakhs more than during last year, the increase in the demand being caused by a plentiful harvest of rice and better prices. On the other hand, Bills on Henzada Currency Agency fell off by about 2 lakhs, the funds there being insufficient. The Mandalay treasury continued to be the depôt for the supply of coin to the treasuries dependent on it, and was the only permanent Currency Agency in Upper Burma. The issue of local Supply Bills showed an increase of 4 lakhs, due to larger demands at Mandalay.

19. In *Assam* there was an increase of 10 lakhs in the issue, and a decrease of 4 in the payment, of Foreign Supply Bills compared with last year. The steady decrease since 1892-93 in the issue of Bills by Bengal continued, no increase in their demand having arisen after the special arrangements made last year for issuing them as freely as possible. No remittance of coin was required from Bengal against 6 lakhs in the previous year.

20. In *Bengal* the remittances to Calcutta from the District treasuries increased by 10 lakhs, owing chiefly to an increase in the issue of Supply Bills, as the District treasuries had larger balances. The remittances to the Opium-paying treasuries were 49 lakhs less on account of the closure of Famine Relief Works. The remittances made to the several centres of trade to facilitate the drawing of Supply Bills decreased by 26 lakhs, larger local surpluses being available for the purpose. There was also a decrease of about 9 lakhs in the issue of Foreign Supply Bills on treasuries in the Central Provinces, as compared with the transactions of last year. The small coin depôt at Jalpaiguri has been closed.

21. In the *North-Western Provinces and Oudh* with the disappearance of famine, the treasuries required smaller supplies of funds. There was a decrease of 2,38 lakhs in the total volume of local remittances, namely, 1,64 lakhs in whole rupees, 60 lakhs in Currency Notes, and 14 lakhs in small silver and copper. The demand for Supply Bills on local treasuries also decreased by 33 lakhs, which is attributable to the stagnation in trade caused by the outbreak of plague in other provinces.

22. In the *Punjab* there was a very brisk demand, presumably in connection with the heavy trade in wheat, for Supply Bills on Bombay and Karachi, and the largest sales took place at Delhi, Simla, Rawalpindi, Dehra Ismail Khan, Peshawar, Bannu and Kohat. The amount of local coin remittances decreased as larger supplies were obtained from the local currency chests.

23. In *Madras* the effects of famine being over, the net amount remitted by District treasuries to Madras was about 2 lakhs more than in the previous year. The issue of Supply Bills and wire transfers on District treasuries fell off by 2½ lakhs, owing to a decrease in the demand in connection with the working of Cotton Presses, although the restrictions necessitated by the financial pressure of last year were removed.

24. In *Bombay* the balance in the hands of the Presidency Bank was generally kept above 40 lakhs, although the balance of the Province was low during the early part of the year. The remittances from the Reserve Treasury



14. The general result of the principal operations connected with the three Presidency towns are summarized as follows. The amount withdrawn from the District Treasuries in each case is larger than in the previous year owing to their higher balances :—

*Supplies drawn to Calcutta.*

	1896-97.	1897-98.
From Bengal Presidency (net) . . . . .	—1,12	4,95
" Burma . . . . .	2,29	2,18
" Madras (net) . . . . .	27	—36
	<hr/>	<hr/>
	1,44	6,77
Less—Transfers to Bombay (net) . . . . .	26	1,80
	<hr/>	<hr/>
	1,18	4,97

*Supplies drawn to Bombay.*

From Bombay District, etc. (net) . . . . .	—1,47	1,32
" Calcutta (net) . . . . .	26	1,80
" Madras . . . . .	79	1,60
	<hr/>	<hr/>
	—42	4,72

*Supplies drawn to Madras.*

From Madras Districts (net) . . . . .	3,88	5,77
" Other places . . . . .	4	—2,21
	<hr/>	<hr/>
	3,92	3,56
Less—Transfers to Calcutta . . . . .	27	—36
" to Bombay . . . . .	79	1,60
	<hr/>	<hr/>
	2,86	2,32

15. The following points in the Resource operations of the year under report may be specially noticed.

16. In *India* the treasuries no longer accumulate coins of local currency. Bhopali Rupees do not circulate now in Central India, having been called in by the Bhopal State as noted in the last Report, and Halli Rupees have been considerably superseded by Government currency at Hyderabad since 1897, the few transactions in Halli coin that now remain resulting in a net outgoing from the treasury and necessitating at times a purchase in the local market. Sambhar, although a surplus treasury throughout the year in every year, required help once during the year under report to meet a sudden demand of the Postal Department in connection with heavy Money Orders remitted by merchants returning in large numbers from Calcutta in consequence of a panic about plague. The Nepal treasury was able, for the first time since 1887-88, when orders were issued for the purpose, to meet all its requirements by the sale of Supply Bills which had not previously been in favour with the public.

17. In the *Central Provinces* 9 lakhs of Foreign Supply Bills were drawn during the year on Calcutta and Bombay against 14 lakhs in the previous year,



to the District treasuries were about 73 lakhs less, while those in the opposite direction were somewhat more than in the previous year, because the latter was a year of famine. The heavy drawings of the Postal Department, however, continued in some Districts. The Bank of Bombay took over 55 lakhs for the use of its up-country branches. Karachi issued bills for 22 lakhs on Sukkur during May to July to strengthen its currency balance.

### Small Silver and Copper Coin.

25. Statement D annexed to this report shews the absorption of these coins in the different Provinces during the year under review and in the three preceding years. Its most prominent feature is that coins other than half pice and pie pieces were returned from circulation into the Government treasuries. This unusual fact was the result of the extraordinarily large issues of the previous year which had overstocked local markets. The copper coins returned were so numerous that in many treasuries it was difficult to find sufficient accommodation for their storage. This quick return of the surplus stock in the districts lately affected with famine is a satisfactory feature, as otherwise the coins might have circulated at a discount to the injury of the people. The special features of the several Provinces are noted below.

26. In *India* the net issues to the public from the Reserve Treasury at Calcutta decreased by over 5 lakhs, owing partly to large receipts of coins returned from circulation, and partly to smaller demands of the trade which was not very brisk during the last six months. In the *Central Provinces* the treasuries were generally overstocked, and consequently required fewer remittances than in the previous year. Out of the surplus copper at Nagpur a portion was found uncurrent, and this has since been ordered to the Bombay Mint for use in dollar coinage. In *Burma* the absorption increased in the Lower Provinces due to a bumper rice crop, but it was more than counterbalanced by the decrease in the Upper Provinces due to large remittances in the previous year to famine-stricken districts. In *Assam* the demand for small coin exists chiefly in connection with the payment of wages in Tea Estates, the Assam-Bengal Railway, and the Military and Public Works Departments. In *Bengal* the absorption of small coin occurs in normal years in connection with tea, jute and silk trades, and the decrease from the last year is attributed to the large issues of that year on account of Famine Relief Works. In the *North-Western Provinces*, with the return of a good season after the famine of last year, the consumption of  $\frac{1}{2}$  Rs. and  $\frac{1}{4}$  Rs. increased, while there was a falling off in  $\frac{1}{8}$  Rs. as they were issued in exceptionally large quantities in connection with Famine Relief Works. The return of single pice from circulation after the closing of Relief Works counteracted the effects of the great demand for them during the marriage season in April and May. In the *Punjab* the increase in the absorption of single pice was chiefly due to the concentration of troops on the Frontier, to larger demands of the Public Works Department, and to a large number of Hindu marriages. In *Madras* the heavy return of coins from circulation was a reaction from the excessive absorption for famine expenditure during the previous year. In *Bombay* the same cause accounts for the decrease in circulation.



**A**

*Statement showing the estimated minimum Cash Balances in the District Treasuries (excluding Head Offices of Presidency Bank and Reserve Treasuries) at the beginning of each month of the years 1890-91 to 1898-99.*

[In thousands of Rupees.]

	Year.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
India	1890-91	50.00	50.00	48.00	45.00	50.00	45.00	39.00	44.00	45.00	50.00	55.00	50.00
	1891-92	44.00	42.00	38.00	41.00	40.00	51.00	49.00	34.00	40.00	37.00	30.00	30.00
	1892-93	40.00	36.00	26.00	40.00	35.00	45.00	47.00	35.00	33.00	30.00	30.00	33.00
	1893-94	55.00	50.00	27.00	40.00	30.00	35.00	37.00	35.00	29.00	33.00	28.00	30.00
	1894-95	32.00	25.00	29.00	27.00	28.00	35.00	31.00	30.00	29.00	26.00	28.00	28.00
	1895-96	32.00	25.00	23.00	28.00	28.00	30.00	32.00	30.00	31.00	28.00	26.00	26.00
	1896-97	32.00	22.00	22.00	25.00	30.00	35.00	33.00	32.00	32.00	30.00	26.00	30.00
	1897-98	34.00	24.00	23.00	32.00	32.00	43.00	42.00	37.00	41.00	45.00	35.00	30.00
Central Provinces	1890-91	40.00	44.00	40.00	34.00	42.00	50.00	51.00	45.00	35.00	66.00	57.00	51.00
	1891-92	46.00	44.00	40.00	35.00	42.00	48.00	49.00	40.00	53.00	64.00	50.00	48.00
	1892-93	44.00	39.00	40.00	37.00	45.00	50.00	45.00	44.00	50.00	59.00	46.00	46.00
	1893-94	34.00	41.00	40.00	53.00	45.00	49.00	47.00	44.00	50.00	58.00	46.00	45.00
	1894-95	43.00	41.00	40.00	38.00	45.00	49.00	48.00	46.00	47.00	50.00	47.00	45.00
	1895-96	43.00	39.00	40.00	38.00	43.00	46.00	48.00	46.00	47.00	50.00	47.00	44.00
	1896-97	41.00	41.00	35.00	39.00	45.00	47.00	48.00	46.00	48.00	49.00	48.00	40.00
	1897-98	41.00	41.00	35.00	35.00	40.00	46.00	48.00	44.00	49.00	50.00	47.00	44.00
Birma	1890-91	72.00	57.00	42.00	40.00	49.00	70.00	130.00	85.00	72.00	63.00	60.00	66.00
	1891-92	61.00	55.00	40.00	43.00	47.00	82.00	138.00	61.00	51.00	50.00	46.00	55.00
	1892-93	71.00	58.00	40.00	41.00	45.00	84.00	101.00	74.00	61.00	55.00	54.00	65.00
	1893-94	70.00	55.00	40.00	42.00	43.00	82.00	90.00	70.00	61.00	57.00	54.00	64.00
	1894-95	80.00	50.00	40.00	41.00	44.00	72.00	94.00	56.00	53.00	54.00	53.00	62.00
	1895-96	84.00	60.00	40.00	41.00	43.00	77.00	91.00	75.00	57.00	50.00	57.00	53.00
	1896-97	80.00	61.00	40.00	41.00	43.00	76.00	94.00	71.00	59.00	60.00	56.00	64.00
	1897-98	46.00	44.00	40.00	45.00	50.00	76.00	85.00	72.00	60.00	61.00	56.00	55.00
Assam	1890-91	22.00	18.00	15.00	22.00	21.00	26.00	27.00	33.00	29.00	25.00	26.00	22.00
	1891-92	22.00	20.00	16.00	17.00	21.00	31.00	41.00	37.00	33.00	30.00	28.00	25.00
	1892-93	21.00	21.00	17.00	18.00	20.00	31.00	40.00	37.00	33.00	31.00	27.00	28.00
	1893-94	20.00	23.00	20.00	23.00	27.00	35.00	41.00	45.00	39.00	36.00	32.00	29.00
	1894-95	20.00	25.00	20.00	26.00	41.00	39.00	46.00	45.00	41.00	38.00	34.00	31.00
	1895-96	20.00	26.00	20.00	27.00	42.00	45.00	46.00	45.00	43.00	39.00	36.00	32.00
	1896-97	20.00	26.00	20.00	26.00	41.00	45.00	46.00	45.00	43.00	39.00	36.00	31.00
	1897-98	20.00	24.00	20.00	25.00	40.00	43.00	41.00	40.00	35.00	33.00	34.00	30.00
Bengal	1890-91	95.00	95.00	90.00	90.00	105.00	105.00	175.00	95.00	100.00	105.00	110.00	95.00
	1891-92	95.00	90.00	90.00	90.00	105.00	105.00	170.00	95.00	100.00	95.00	100.00	95.00
	1892-93	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	100.00	95.00
	1893-94	90.00	90.00	90.00	90.00	90.00	105.00	170.00	100.00	90.00	95.00	100.00	95.00
	1894-95	120.00	120.00	100.00	90.00	90.00	105.00	215.00	100.00	90.00	100.00	100.00	95.00
	1895-96	90.00	90.00	100.00	90.00	90.00	105.00	215.00	100.00	90.00	100.00	100.00	95.00
	1896-97	90.00	90.00	100.00	90.00	90.00	105.00	215.00	100.00	90.00	100.00	100.00	95.00
	1897-98	90.00	90.00	100.00	90.00	90.00	105.00	215.00	100.00	90.00	100.00	100.00	95.00



Statement showing the estimated minimum Cash Balances in the District Treasuries of each Province (excluding Head Offices of Presidency Banks and Reserve Treasuries) at the beginning of each month of the years 1890-91 to 1898-99—continued.

[In thousands of Rupees.]

Year.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
1890-91	1,32.00	1,00.00	1,06.00	1,36.00	1,71.00	1,56.00	1,54.00	1,56.00	1,81.00	2,10.00	2,34.00	1,77.00
1891-92	1,35.00	1,00.00	1,06.00	1,31.00	1,69.00	1,66.00	1,66.00	1,46.00	1,80.00	2,26.00	2,31.00	1,77.00
1892-93	1,34.00	1,00.00	1,06.00	1,34.00	1,66.00	1,67.00	1,69.00	1,44.00	1,80.00	2,26.00	2,31.00	1,60.00
1893-94	1,31.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,69.00
1894-95	1,31.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,69.00
1895-96	1,34.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,72.00
1896-97	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,74.00
1897-98	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,74.00
1898-99	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,74.00
1899-00	1,36.00	1,00.00	1,06.00	1,34.00	1,66.00	1,61.00	1,69.00	1,43.00	1,80.00	2,18.00	2,12.00	1,74.00
1890-91	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1891-92	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1892-93	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1893-94	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1894-95	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1895-96	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1896-97	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1897-98	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1898-99	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1899-00	94.00	83.00	75.00	84.00	1,02.00	96.00	99.00	1,01.00	94.00	1,12.00	1,06.00	1,21.00
1890-91	73.00	69.00	75.00	69.00	1,20.00	1,10.00	1,10.00	1,15.00	94.00	90.00	80.00	75.00
1891-92	80.00	75.00	80.00	85.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1892-93	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1893-94	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1894-95	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1895-96	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1896-97	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1897-98	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1898-99	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1899-00	85.00	85.00	85.00	90.00	1,20.00	1,20.00	1,20.00	1,20.00	1,00.00	95.00	95.00	80.00
1890-91	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1891-92	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1892-93	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1893-94	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1894-95	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1895-96	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1896-97	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1897-98	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1898-99	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1899-00	80.00	85.00	80.00	85.00	90.00	1,10.00	85.00	95.00	85.00	1,00.00	85.00	80.00
1890-91	6,69.00	5,88.00	5,74.00	6,20.00	7,45.00	7,68.00	8,81.00	7,47.00	7,51.00	8,30.00	8,23.00	7,37.00
1891-92	6,77.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1892-93	6,71.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1893-94	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1894-95	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1895-96	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1896-97	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1897-98	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1898-99	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
1899-00	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00
Total	6,68.00	5,88.00	5,61.00	6,21.00	7,56.00	8,10.00	8,85.00	7,36.00	7,47.00	8,11.00	8,09.00	7,30.00



**B**  
Statement showing the minimum Cash Balances in the Head Offices of Presidency Banks and the Reserve Treasuries at the beginning of each month of the years 1890-91 to 1898-99.

[In thousands of Rupees.]

Year.	October.	November.	December.	January.	February.	March.	April.	May.	June.	July.	August.	September.
India . . . . .	1890-91 1,16.00 1,81.00 2,10.00 3,32.00 2,21.00 3,61.00 3,47.00 3,53.00	1890-91 1,11.00 1,27.00 2,13.00 1,60.00 2,31.00 2,84.00 1,80.00 3,23.00	1890-91 1,14.00 1,20.00 1,05.00 1,08.00 1,95.00 1,20.00 1,50.00 1,71.00	1890-91 1,11.00 1,49.00 1,31.00 1,35.00 1,24.00 1,22.00 1,30.00 2,28.00	1890-91 1,51.00 2,44.00 2,00.00 1,49.00 1,36.00 1,86.00 1,70.00 2,16.00	1890-91 2,69.00 2,24.00 1,77.00 74.00 1,08.00 1,64.00 1,40.00 1,30.00	1890-91 2,01.00 2,75.00 2,03.00 74.00 44.00 2,54.00 1,50.00 2,40.00	1890-91 2,03.00 2,64.00 3,05.00 68.00 1,00.00 2,21.00 2,00.00 2,43.00	1890-91 2,23.00 3,03.00 2,70.00 1,21.00 1,12.00 2,19.00 2,10.00 2,00.00	1890-91 2,36.00 3,19.00 2,06.00 2,11.00 1,53.00 2,40.00 3,10.00 2,66.00	1890-91 2,35.00 3,27.00 3,27.00 1,12.00 1,09.00 2,81.00 1,90.00 2,45.00	1890-91 2,81.00 3,10.00 3,63.00 1,57.00 1,00.00 3,20.00 3,01.00 2,61.00
Bengal . . . . .	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00	1890-91 10.00 10.00 10.00 10.00 10.00 10.00 10.00 10.00
Madras . . . . .	1890-91 32.00 32.00 32.00 32.00 32.00 32.00 32.00 32.00	1890-91 31.00 30.00 30.00 30.00 30.00 30.00 30.00 30.00	1890-91 25.00 25.00 30.00 25.00 25.00 25.00 25.00 25.00	1890-91 40.00 40.00 45.00 45.00 45.00 45.00 45.00 45.00	1890-91 80.00 80.00 70.00 60.00 60.00 70.00 55.00 50.00	1890-91 85.00 85.00 75.00 70.00 80.00 70.00 60.00 55.00	1890-91 1,05.00 1,00.00 90.00 80.00 80.00 80.00 80.00 55.00	1890-91 60.00 60.00 60.00 60.00 60.00 90.00 65.00 65.00	1890-91 30.00 40.00 40.00 50.00 50.00 70.00 65.00 65.00	1890-91 45.00 40.00 40.00 40.00 40.00 60.00 70.00 60.00	1890-91 50.00 40.00 55.00 40.00 40.00 50.00 50.00 60.00	1890-91 45.00 40.00 35.00 40.00 40.00 50.00 50.00 40.00
Bombay . . . . .	1890-91 1,50.00 1,50.00 1,07.00 1,30.00 1,30.00 1,40.00 1,40.00 1,05.00	1890-91 95.00 95.00 95.00 95.00 95.00 1,00.00 97.00 84.00	1890-91 77.00 85.00 85.00 85.00 85.00 90.00 1,22.00 1,10.00	1890-91 85.00 1,00.00 1,00.00 1,00.00 1,00.00 1,00.00 1,00.00 1,00.00	1890-91 1,65.00 1,80.00 1,30.00 1,60.00 1,70.00 1,70.00 1,03.00 1,60.00	1890-91 1,34.00 1,70.00 1,60.00 1,60.00 1,60.00 1,60.00 1,03.00 1,52.00	1890-91 1,40.00 2,00.00 2,10.00 2,10.00 2,10.00 2,10.00 1,17.00 1,71.00	1890-91 1,83.00 2,20.00 2,15.00 2,15.00 2,15.00 2,00.00 1,19.00 1,70.00	1890-91 1,45.00 2,50.00 2,35.00 2,35.00 2,00.00 2,00.00 1,43.00 1,86.00	1890-91 1,60.00 2,50.00 2,20.00 2,20.00 2,20.00 2,20.00 1,30.00 1,91.00	1890-91 1,61.00 2,30.00 2,15.00 2,15.00 2,15.00 2,00.00 1,88.00 1,72.00	1890-91 1,50.00 1,00.00 1,85.00 1,95.00 1,95.00 1,95.00 2,10.00 2,00.00
Total	1890-91 3,08.00 3,73.00 4,20.00 5,32.00 5,44.00 5,27.00 5,21.00 4,95.00	1890-91 2,47.00 2,63.00 3,40.00 3,73.00 3,72.00 3,72.00 3,27.00 3,27.00	1890-91 2,26.00 2,40.00 2,33.00 2,33.00 2,33.00 2,60.00 2,22.00 3,31.00	1890-91 2,46.00 2,92.00 2,76.00 2,76.00 2,76.00 2,76.00 2,76.00 2,67.00	1890-91 4,16.00 5,14.00 4,30.00 3,60.00 4,30.00 4,30.00 4,30.00 4,64.00	1890-91 4,28.00 4,02.00 3,27.00 3,48.00 4,14.00 3,12.00 4,07.00	1890-91 4,56.00 5,55.00 5,47.00 5,47.00 5,47.00 5,47.00 5,47.00	1890-91 4,26.00 5,90.00 3,83.00 3,83.00 5,13.00 4,19.00 4,19.00	1890-91 4,26.00 5,61.00 4,18.00 4,07.00 4,90.00 4,23.00 5,24.00	1890-91 4,16.00 5,61.00 4,18.00 4,07.00 4,90.00 4,23.00 5,24.00	1890-91 4,51.00 5,36.00 4,81.00 4,23.00 5,16.00 4,23.00 5,24.00	1890-91 4,50.00 5,37.00 4,23.00 3,74.00 5,51.00 4,10.00 5,03.00



## C

*Statement of Inter-Provincial Remittances from October 1897 to September 1898.*

PROVINCES.	Specie.	Currency Notes.	Bank Bill.	Transfers through Banks.	Transfers through Currency Department.	Transfers, India to Bengal, through Bank of Bengal.	Transfers, Bengal to India, through Bank of Bengal.	TOTAL.
<b>Remittances issued.</b>								
India . . . . .	61,48,886	46,69,970	...	4,09,10,801	3,52,65,045	...	...	8,21,93,703
Central Provinces . . .	22,10,000	...	...	2,00,000	18,50,000	...	...	42,60,000
Burma . . . . .	94,508	2,10,235	...	...	2,21,75,000	...	...	2,24,77,743
Assam . . . . .	1,50,000	26,72,590	...	50,000	...	...	...	28,72,590
Bengal . . . . .	33,09,705	58,72,035	...	...	1,42,71,584	...	7,38,00,000	9,92,53,344
N.-W. Provinces and Oudh	13,77,418	8,58,900	...	7,00,000	1,86,95,000	...	...	2,16,30,918
Punjab . . . . .	3,00,000	...	...	1,00,000	...	...	...	4,00,000
Madras . . . . .	10,79,174	30,000	41,50,000	1,27,77,000	2,65,00,000	...	...	4,43,36,174
Bombay . . . . .	1,200	19,51,500	...	40,88,000	1,58,50,000	...	...	2,19,00,700
<b>TOTAL DEBIT</b>	<b>1,48,68,691</b>	<b>1,62,74,850</b>	<b>41,50,000</b>	<b>5,88,25,801</b>	<b>13,46,04,629</b>	<b>...</b>	<b>7,38,00,000</b>	<b>30,45,24,171</b>
<b>Remittances received.</b>								
India . . . . .	55,69,681	1,08,09,070	15,50,000	68,83,000	6,67,91,580	...	7,38,00,000	16,74,03,331
Central Provinces . . .	1,60,000	7,00,000	...	...	36,50,174	...	...	45,10,174
Burma . . . . .	4,00,500	7,625	...	...	1,00,000	...	...	5,08,125
Assam . . . . .	9,35,159	25,000	...	35,801	18,20,000	...	...	28,35,960
Bengal . . . . .	8,12,526	8,00,000	...	7,50,000	24,42,871	...	...	1,02,05,397
N.-W. Provinces and Oudh	47,54,128	4,74,840	...	...	1,00,00,000	...	...	1,52,28,968
Punjab . . . . .	17,80,596	13,06,805	...	...	5,43,00,000	...	...	3,73,87,401
Madras . . . . .	10,437	8,07,460	...	43,10,000	50,00,000	...	...	1,01,27,897
Bombay . . . . .	4,36,764	10,44,050	20,00,000	4,68,27,000	45,00,000	...	...	5,63,07,814
<b>TOTAL CREDIT</b>	<b>1,48,68,691</b>	<b>1,62,74,850</b>	<b>41,50,000</b>	<b>5,88,25,801</b>	<b>13,46,04,629</b>	<b>...</b>	<b>7,38,00,000</b>	<b>30,45,24,171</b>



## D

## Absorption of Small Coins.

[In thousands of Rupees.]

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
<b>1 RUPEES—</b>										
Opening Balance	4.58	7.24	1.80	2.33	1.62	3.71	1.81	3.78	8.13	28.36
Receipts from + or Issue to — Mint or other Provinces	10.70	...	1.24	3.00	1.38	1.88	3.07	—20	5.80	27.33
Closing Balance	15.33	7.23	3.04	5.33	3.00	5.59	4.88	3.58	13.93	55.69
Net Local Absorption in 1897-98	1.81	—3.1	1.80	1.42	1.05	2.08	1.30	—7.20	—3.50	—0.20
Ditto ditto in 1896-97	4.42	1.07	2.02	1.67	3.00	2.17	3.07	7.37	3.43	28.31
Ditto ditto in 1895-96	6.35	16	1.36	1.66	2.01	1.26	70	81	3.43	17.94
Ditto ditto in 1894-95	4.26	8	2.13	1.54	1.54	—13	2.71	1.69	5.45	17.24
<b>2 RUPEES—</b>										
Opening Balance	7.73	2.03	2.03	1.07	1.15	3.50	1.30	3.28	5.11	25.30
Receipts from + or Issue to — Mint or other Provinces	2.10	...	1.23	1.10	1.07	77	2.08	—30	3.70	12.27
Closing Balance	9.80	2.03	3.26	2.17	2.22	4.27	3.38	2.98	8.81	37.57
Net Local Absorption in 1897-98	82	—30	2.24	78	1.18	1.14	2.33	—5.47	—2.71	—31
Ditto ditto in 1896-97	2.30	87	2.22	58	2.50	1.00	2.31	9.37	4.83	27.03
Ditto ditto in 1895-96	2.72	9	1.06	78	1.70	61	2.24	2.21	4.05	16.38
Ditto ditto in 1894-95	1.82	—1	3.01	76	1.40	—90	3.08	2.81	2.97	15.54
<b>DOUBLE PICE—</b>										
Opening Balance	20	30	3	4	12	61	18	31	28	206
Receipts from + or Issue to — Mint or other Provinces	—11	...	...	6	...	—14	1	—4	...	—20
Closing Balance	38	30	3	10	12	47	19	27	28	186
Net Local Absorption in 1897-98	—20	—74	...	2	—4	—34	—2	—1.41	—93	—106
Ditto ditto in 1896-97	—13	42	...	1	3	11	7	89	—26	1.13
Ditto ditto in 1895-96	—10	28	—1	2	4	—10	—4	—10	20	16
Ditto ditto in 1894-95	...	—20	...	1	—4	—17	—6	—19	—7	—72
<b>THREE PICE—</b>										
Opening Balance	1.27	3.17	1.76	71	3.18	9.86	2.13	3.72	2.31	28.55
Receipts from + or Issue to — Mint or other Provinces	—1.00	...	1.00	4.10	3.2	—3.07	71	—10	44	1.30
Closing Balance	1.96	6.23	2.76	75	6.38	6.79	1.40	6.00	5.12	34.65
Net Local Absorption in 1897-98	—2.30	—3.13	1.40	1.12	1.0	—70	—1.44	—2.47	—1.87	—4.07
Ditto ditto in 1896-97	—84	3.72	1.50	1.69	6.10	2.88	14	2.87	12	18.27
Ditto ditto in 1895-96	—1.00	1.15	1.26	3.14	2.05	2.30	63	30	20	11.85
Ditto ditto in 1894-95	—1.86	—77	1.58	1.00	1.67	—1.64	52	—3	18	1.55
<b>FIVE PICE—</b>										
Opening Balance	1	6	3	1	10	22	2	3	1	40
Receipts from + or Issue to — Mint or other Provinces	79	—1	...	2	3	—1	5	1	...	80
Closing Balance	2	5	3	3	13	21	7	4	1	120
Net Local Absorption in 1897-98	78	...	...	1	11	—3	5	...	...	79
Ditto ditto in 1896-97	33	2	...	1	25	3	4	—1	...	64
Ditto ditto in 1895-96	30	3	...	1	20	1	5	...	...	54
Ditto ditto in 1894-95	28	2	...	1	19	...	4	...	...	54
<b>TEN PICE—</b>										
Opening Balance	3	6	1	...	5	11	1	44	0	66
Receipts from + or Issue to — Mint or other Provinces	6	...	...	3	...	3	1	9	0	20
Closing Balance	9	6	1	3	5	14	2	53	0	86
Net Local Absorption in 1897-98	4	...	...	...	4	2	1	39	0	47
Ditto ditto in 1896-97	4	...	...	...	2	...	1	14	0	20
Ditto ditto in 1895-96	5	...	...	...	1	...	1	40	15	61
Ditto ditto in 1894-95	4	...	...	...	1	2	1	20	24	34



GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

ANNUAL REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA  
DURING THE YEAR 1897-98.

No. 868A., dated Calcutta, the 23rd February 1899.

ORDER—By the Government of India, Finance and Commerce Department.

READ—

Report by the Comptroller and Auditor General, No. 1781, dated the 9th January 1899, on the operations of the Savings Banks in India during the year 1897-98 and the Statements annexed to it.

ORDERED that the Report and the Statements be published in the *Gazette of India* for general information.

H. H. RISLEY,  
*Offg. Secretary to the Government of India.*

No. 1781, dated Calcutta, the 9th January 1899.

From—The Comptroller and Auditor General,

To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit my Annual Report on the operations of the Savings Banks in India during the year 1897-98.

2. These Banks are of two descriptions, *viz.*, Banks open to the public and Service Institutions; the former head now includes the Post Office Banks only; and the latter, the State Railways Provident Institutions, the Civil Engineers' Provident Fund, the Forest Officers' Provident Fund, and the Military Banks. The State Railways Provident Institutions are for the non-pensionable employes of the State Railways, the Civil Engineers' Provident Fund is for the Officers of the Public Works and Telegraph Departments, the Forest Officers' Provident Fund is for the officers of the Imperial and Provincial branches of the Forest Service, and for the officers of the Geological Survey Department, and the Military Banks are for the benefit of Non-Commissioned Officers and Privates of British Regiments.

3. I enclose the usual Statements marked I to VII, containing the accounts and statistics for the year.

4. The principal features of the returns are shown in the following table, which also compares them with those of the previous year:—

DESCRIPTION OF BANKS.	BANKS.		DEPOSITORS.		INTEREST EARNED.		BALANCE.		NOMINAL VALUE OF GOVERNMENT PROMISSORY NOTES.		AVERAGE OF DEPOSITOR'S BALANCE.	
	Number.	Increase + or Decrease over previous year.	Number.	Increase + or Decrease over previous year.	Amount.	Increase + or Decrease over previous year.	Amount.	Increase + or Decrease over previous year.	Balance of Government Promissory Notes held for depositors.	Net purchased or received, + sold or returned — during the year.	Amount.	Increase + or Decrease—.
Railway . . . .	10	—1	15,006	—1,047	2,76,520	+ 14,804	77,44,754	+ 1,23,841	11,200	—12,000	513	+ 41
Civil Engineers' Provident Fund . . . .	1	—	665	+ 1	1,34,581	+ 12,094	35,89,093	+ 1,50,793	—	—	3,481	+ 422
Forest Officers' Provident Fund . . . .	3	—	167	+ 31	3,716	+ 3,147	1,36,991	+ 91,824	—	—	800	+ 428
Military . . . .	180	+ 19	9,201	—2,846	51,840	—10,001	12,62,617	—2,27,600	—	—	137	+ 14
Post Office . . . .	6,290	—130	730,387	+ 17,067	28,03,783	—2,09,210	9,28,72,978	—35,19,433	7,31,200	+ 1,23,600	127	—8
<b>TOTAL . . . .</b>	<b>6,484</b>	<b>—112</b>	<b>755,426</b>	<b>+ 13,811</b>	<b>32,70,439</b>	<b>—1,84,076*</b>	<b>10,55,67,332</b>	<b>—33,00,584</b>	<b>7,42,400</b>	<b>+ 1,11,600</b>	<b>—</b>	<b>—</b>

\* Excludes Rs. 6,044, on account of interest on Presidency Savings Bank deposits.



5. The statement shows that on the 31st March 1898 there were 6,484 Government Savings Banks in India, containing 755,426 accounts, which earned interest from Government to the amount of Rs 32,70,439, and held balances aggregating Rs 10,55,67,332, exclusive of Government Securities held on behalf of the depositors to the nominal value of Rs 7,42,400. As compared with the year 1896-97, there has been a decrease of 112 in the number of banks and an increase of 13,211 in the number of depositors. The balance of deposits has, however, declined by Rs 33,00,584 and the amount of interest earned by Rs 1,89,076. The causes of these decreases are probably to be found in the famine and plague which prevailed during the year. The volume of the transactions on account of Government Promissory Notes was less than in 1896-97, but the net result was an increase of Rs 1,13,600.

6. Upon the working of the Post Office Banks, the Director-General of the Post Office will submit a detailed report, and it is therefore only necessary here to make some observations in respect of the other Banks.

7. There has been a large decrease of Rs 2,27,609 in the balances in the Military Banks. The decrease occurs in all the commands. The chief cause which led to this result was the operations on the Frontier, Savings Bank transactions being suspended when corps proceed on Field Service. Military Savings Banks will shortly be closed, as their maintenance is not considered necessary now that the Postal Savings Banks afford the necessary facilities for thrift, and it may be that the prospective closing of these Banks has affected the deposits.

8. The Forest Officers' Provident Fund was created only in 1896-97, and the balance stands at Rs 1,36,991.

9. The balances of the other Service Institutions still continue to increase, and now amount to Rs 1,12,94,746, an increase over the previous year of Rs 3,54,634. The transfer of the Burma State Railway to a Private Company accounts for the decrease in the number of Banks and depositors which appears under the State Railway Provident Fund Institutions.

10. The balances of the Savings Banks proper, including the Military Banks, amount to Rs 9,41,35,595, which represents a decrease of Rs 37,47,042 as compared with the balances of 1896-97. These balances are held by Government at call.



## Statement I.

*Number of Working Banks and of the Depositors therein on the 31st March 1898.*

BANKS.	NUMBER OF WORKING BANKS.		NUMBER OF DEPOSITORS.		Increase (+) or Decrease (—) in number of Depositors.	AVERAGE NUMBER OF DEPOSITORS PER BANK.	
	1897.	1898.	1897.	1898.		1897.	1898.
BANKS OPEN TO THE PUBLIC—							
Post Office Banks . . . . .	6,420	6,290	713,320	730,387	+ 17,067	111	116
TOTAL . . . . .	6,120	6,290	713,320	730,387	+ 17,067	...	...
SERVICE INSTITUTIONS—							
State Railway Provident Institutions . . . . .	11	10	16,048	15,006	— 1,042	1,459	1,500
Civil Engineers' Provident Fund . . . . .	1	1	664	665	+ 1	664	665
Forest Officers' Provident Fund . . . . .	3	3	136	167	+ 31	45	55
Military Banks . . . . .	151	180	12,047	9,201	— 2,846	75	51
TOTAL . . . . .	176	194	28,895	25,039	— 3,856	...	...
GRAND TOTAL . . . . .	6,596	6,484	742,215	755,425	+ 13,211	...	...

*Number of Depositors in the several classes of Banks from 1886-87 to 1897-98.*

BANKS.	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
<b>BANKS OPEN TO THE PUBLIC—</b>												
Presidency Banks—												
Calcutta . . . . .	11,158	10,881	10,631	10,852	11,065	11,062	10,960	10,823	10,605	7,236	...	...
Madras . . . . .	3,358	3,152	3,091	2,975	2,901	2,959	2,717	2,618	2,431	1,646	...	...
Bombay . . . . .	20,700	25,061	25,230	25,062	25,008	25,124	25,214	25,714	25,480	22,040	...	...
Post Office Banks . . . . .	819,010	261,157	311,001	358,972	408,544	463,453	536,967	574,830	611,947	653,890	713,320	730,387
District Banks . . . . .	168	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	260,391	300,231	350,253	397,171	447,518	503,598	560,366	613,205	650,512	684,823	713,320	730,387
<b>SERVICE INSTITUTIONS—</b>												
State Railway Provident Institutions . . . . .	12,168	10,848	14,372	14,528	14,151	13,605	14,115	14,275	13,051	15,793	16,048	15,006
Civil Engineers' Provident Fund . . . . .	380	465	500	532	559	590	623	658	646	655	664	665
Forest Officers' Provident Fund . . . . .	...	...	...	...	...	...	...	...	...	...	136	167
Military Banks . . . . .	16,151	18,303	18,142	19,364	13,101	11,950	12,247	13,920	16,680	15,283	12,047	9,201
<b>TOTAL</b> . . . . .	28,609	31,616	33,014	34,534	27,811	26,154	27,015	31,453	32,677	31,731	28,895	25,039
<b>GRAND TOTAL</b> . . . . .	289,000	331,847	383,267	431,705	475,329	530,752	587,381	644,658	683,209	716,554	742,215	755,426



Statement

*Deposits (including Interest), Withdrawals and Balances in the several classes of Finance and Revenue.*

YEARS.	DEPOSITS.										WITHDRAWALS.			
	PRESIDENCY BANKS.			District Banks.	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund.	Forest Officers' Provident Fund.	Military Banks.	TOTAL.	PRESIDENCY BANKS.			District Banks.
	Calcutta.	Madras.	Bombay.								Calcutta.	Madras.	Bombay.	
1864-65	6,85	4,36	7,25	...	...	...	...	...	15,17	33,63	7,19	4,01	6,59	...
1865-66	8,21	5,02	9,02	...	...	...	...	...	15,79	38,04	7,61	4,20	6,36	...
1866-67	11,20	6,13	14,35	...	...	...	...	...	12,71	44,44	8,83	4,76	5,84	...
1867-68	13,58	7,10	13,21	...	...	...	...	...	18,72	54,91	10,70	5,58	8,12	...
1868-69	21,92	8,96	14,07	...	...	...	...	...	18,51	64,36	14,65	6,82	11,31	...
1869-70	22,95	9,58	16,89	...	...	...	...	...	17,08	66,50	20,10	8,63	12,85	...
1870-71	22,39	9,02	19,79	1,76	...	...	...	...	24,45	67,41	19,82	8,94	13,96	...
1871-72	24,01	10,41	21,74	4,22	...	...	...	...	14,66	75,04	21,48	8,13	15,21	...
1872-73	27,61	10,91	28,90	5,95	...	...	...	...	16,53	89,90	23,28	9,20	16,44	...
1873-74	25,97	13,97	54,20	7,99	...	...	...	...	16,50	1,17,73	27,88	12,81	32,38	...
1874-75	13,30	9,23	22,32	10,33	...	...	...	...	17,91	73,09	17,43	9,62	22,79	...
1875-76	12,45	8,69	23,23	10,95	...	...	...	...	18,43	73,75	14,51	7,93	17,97	...
1876-77	12,29	8,93	21,87	11,27	...	...	...	...	17,43	71,79	13,56	8,80	19,70	...
1877-78	11,48	9,04	19,02	14,98	...	...	...	...	18,04	72,56	12,55	8,22	23,71	...
1878-79	10,70	8,90	16,67	13,68	...	...	...	...	17,84	67,79	11,61	10,39	19,40	...
1879-80	15,09	10,73	29,38	21,78	...	8	...	...	21,66	99,62	12,38	8,73	11,27	...
1880-81	24,79	18,70	70,06	59,38	...	3,16	...	...	28,39	2,01,48	17,74	11,46	21,66	...
1881-82	20,48	14,62	62,04	39,71	...	4,83	...	...	22,71	1,64,39	21,06	13,95	53,48	...
1882-83	19,23	10,89	54,21	36,02	44,00	4,53	...	...	17,35	1,86,23	20,72	14,34	44,12	...
1883-84	17,16	11,66	55,16	34,00	1,05,45	5,72	...	...	16,39	2,45,54	20,97	12,79	58,13	...
1884-85	16,82	11,43	53,41	35,04	1,69,31	10,62	72	...	11,86	3,09,21	17,50	13,10	49,92	...
1885-86	13,73	10,22	49,94	28,13	2,49,86	9,36	2,22	...	11,76	3,77,22	16,47	11,59	60,12	...
1886-87	13,05	3,67	28,10	67	4,38,67	13,27	2,33	...	13,17	5,31,93	14,31	21,77	1,10,72	...
1887-88	13,77	3,06	26,52	56	3,93,82	9,85	3,43	...	14,47	1,65,48	12,95	3,27	27,14	...
1888-89	13,79	3,23	27,94	...	4,53,25	14,97	3,27	...	15,20	5,31,71	14,39	3,88	26,98	...
1889-90	7,83	1,82	14,94	...	3,48,91	10,84	3,43	...	19,85	4,07,62	11,50	3,18	23,37	...
1890-91	8,08	1,79	15,80	...	2,89,50	11,48	4,00	...	13,73	3,44,38	7,75	2,37	16,58	...
1891-92	8,55	2,34	17,19	...	3,23,99	11,20	3,94	...	13,07	3,80,37	7,19	2,10	14,24	...
1892-93	8,74	1,97	18,67	...	3,54,73	13,76	4,12	...	18,76	4,17,95	8,09	2,03	14,84	...
1893-94	8,41	1,61	16,94	...	3,64,90	11,70	4,45	...	17,58	4,25,59	9,17	2,18	18,04	...
1894-95	7,53	1,69	15,34	...	3,48,70	12,89	4,84	...	18,40	4,09,39	8,50	1,77	17,29	...
1895-96	8,25	1,64	14,39	...	3,92,66	14,02	5,09	...	20,58	4,56,53	45,07	2,82	21,60	...
1896-97	78	5	1,33	...	4,81,60	14,29	5,11	45	14,91	5,18,52	17,88	3,57	20,71	...
1897-98	...	...	...	...	3,49,93	15,14	5,52	92	10,88	3,82,39	...	...	...	...



## II.

*Savings Banks from 1864-65 to 1897-98 (in thousands of Rupees) as entered in the annual Accounts.*

DRAWALS.						BALANCE.											YEARS.
Post Office Banks.	State Rail-way Provident Institutions.	Civil Engi-neers' Provident Fund.	Forest Offi-cers' Provident Fund.	Mili-tary Banks.	TOTAL.	PRESIDENCY BANKS.			District Banks.	Post Office Banks.	State Rail-way Provident Institutions.	Civil Engi-neers' Provident Fund.	Forest Offi-cers' Provident Fund.	Mili-tary Banks.	TOTAL.		
						Cal-cutta.	Mad-ras.	Bombay.									
...	...	...	...	17.54	36.23	8.91	11.58	18.67	...	...	...	...	...	12.45	61.61	1864-65	
...	...	...	...	18.10	36.27	9.51	12.40	21.33	...	...	...	...	...	20.14	63.38	1865-66	
...	...	...	...	14.35	33.78	11.88	13.82	29.84	...	...	...	...	...	18.59	74.04	1866-67	
...	...	...	...	16.33	40.73	16.76	15.64	34.93	...	...	...	...	...	20.89	88.22	1867-68	
...	...	...	...	18.47	51.45	24.03	17.78	38.39	...	...	...	...	...	20.93	1,01,13	1868-69	
...	...	...	...	17.65	59.53	26.58	18.73	42.43	...	...	...	...	...	20.36	1,08,10	1869-70	
...	...	...	...	17.51	60.51	29.13	18.81	48.26	1.48	...	...	...	...	17.30	1,15,00	1870-71	
...	...	...	...	13.46	59.90	31.68	21.09	54.79	4.08	...	...	...	...	18.50	1,30,14	1871-72	
...	...	...	...	14.24	65.76	35.01	22.80	67.25	7.43	...	...	...	...	20.79	1,54,28	1872-73	
...	...	...	...	14.89	91.86	34.10	23.06	80.07	11.53	...	...	...	...	22.40	1,80,15	1873-74	
...	...	...	...	16.73	72.10	29.07	22.67	88.60	16.34	...	...	...	...	23.56	1,81,14	1874-75	
...	...	...	...	18.39	65.34	27.91	23.43	93.86	20.75	...	...	...	...	27.60	1,89,55	1875-76	
...	...	...	...	17.81	67.72	26.64	23.56	96.03	24.17	...	...	...	...	23.22	1,93,62	1876-77	
...	...	...	...	17.71	73.64	25.57	24.38	91.33	27.71	...	...	...	...	23.55	1,92,54	1877-78	
...	...	...	...	18.41	69.09	24.66	22.89	88.60	32.11	...	...	...	...	22.98	1,91,24	1878-79	
...	5	...	...	19.38	62.57	8.27	24.89	1,06,74	43.63	...	3	...	...	24.76	2,28,29	1879-80	
...	67	...	...	27.21	1,11,40	35.32	32.13	1,55,11	7,935	...	2,52	...	...	25.94	3,21,37	1880-81	
...	2,28	...	...	30.28	1,58,49	34.74	32.80	1,63,67	73,62	...	5,07	...	...	8.37	3,27,27	1881-82	
16,03	2,42	...	...	18.89	1,51,86	33.25	29.35	1,23,76	73,30	27,07	7,18	...	...	16,83	3,61,64	1882-83	
58,42	2,78	...	...	18.02	3,06,59	29,44	28,22	1,70,79	72,72	75,00	10,72	...	...	14,30	4,00,59	1883-84	
1,10,07	7,55	...	...	11,50	2,41,09	28,76	27,35	1,47,28	75,31	1,34,24	13,19	72	...	14,66	4,68,71	1884-85	
1,58,71	4,42	3	...	12,55	3,37,81	28,02	26,18	1,64,70	29,52	2,25,39	18,13	2,91	...	13,87	5,08,12	1885-86	
2,58,66	12,56	34	...	12,96	4,61,53	26,76	8,08	82,47	—	4,25,40	18,84	4,90	...	14,08	5,29,52	1886-87	
3,13,73	5,61	37	...	13,81	3,77,45	27,58	7,87	80,85	...	5,05,47	23,08	7,90	...	14,74	6,67,55	1887-88	
3,69,47	5,43	45	...	16,47	4,37,01	26,98	7,22	81,87	...	5,89,25	32,62	10,78	...	13,53	7,62,25	1888-89	
3,51,10	7,39	68	...	19,18	4,16,69	23,31	5,85	73,44	...	5,86,97	36,07	13,34	...	14,20	7,53,18	1889-90	
2,47,80	6,41	1,03	...	15,40	2,91,34	23,64	5,27	72,66	...	6,34,07	41,14	16,37	...	12,53	8,06,22	1890-91	
2,82,73	6,45	68	...	14,57	2,97,96	25,00	5,51	75,61	...	7,05,93	45,98	19,57	...	11,03	8,88,63	1891-92	
2,78,78	9,55	67	...	15,16	3,29,12	25,65	5,45	79,64	...	7,81,88	50,19	23,02	...	11,63	9,77,46	1892-93	
3,20,20	5,04	1,57	...	14,60	3,70,80	24,89	4,88	78,54	...	8,26,57	56,85	25,90	...	14,62	10,32,23	1893-94	
3,35,09	5,84	3,74	...	16,51	3,88,14	23,92	4,80	76,59	...	8,40,18	63,90	27,60	...	16,51	10,53,50	1894-95	
3,28,61	7,77	2,41	...	19,63	3,97,91	17,10	3,52	69,38	...	9,04,23	70,15	30,28	...	17,46	11,12,12	1895-96	
4,21,90	8,63	1,80	...	17,47	5,41,96	...	...	...	...	9,63,93	75,81	33,59	45	14,90	10,88,68	1896-97	
5,25,13	13,80	3,21	...	13,15	4,15,39	...	...	...	...	9,22,73	77,03	35,90	1,37	12,63	10,55,68	1897-98	



## Statement III.

*Classification of Depositors in the Post Office and Military Banks, State Railway Provident Institutions, Civil Engineers' and Forest Officers' Provident Funds according to their professions, on the 31st March 1898.*

	CLASS I. PROFESSIONAL.		Class II. Domestic.	Class III. Commercial.	Class IV. Agricultural.	Class V. Industrial.	Class VI. Indefinite or Non- productive.	Total.
	A Having fixed incomes.	B Having variable incomes.						
<b>BANKS OPEN TO THE PUBLIC—</b>								
Post Office Banks . . . . .	2,00,423	47,690	1,20,596	28,258	9,116	21,983	3,02,281	7,30,387
<b>SERVICE INSTITUTIONS—</b>								
State Railway Provident Institutions . . . . .	14,540	73	...	391	...	...	2	15,006
Civil Engineers' Provident Fund . . . . .	665	...	...	...	...	...	...	665
Forest Officers' Provident Fund . . . . .	167	...	...	...	...	...	...	167
Military Banks . . . . .	...	...	9,201	...	...	...	...	9,201
<b>TOTAL</b> { 1897-98 1896-97 }	2,15,795	47,763	1,29,797	28,689	9,116	21,983	3,02,283	7,55,425
<b>INCREASE + DECREASE--</b> } IN 1897-98	2,11,008	46,106	1,28,875	27,794	7,991	21,801	2,98,640	7,42,215
	+4,787	+1,657	+922	+895	+1,125	+182	3,643	+13,211
<b>Percentage of each class in—</b>								
Post Office Banks . . . . .	27.5	6.5	16.6	4.8	1.2	3	41.4	100
State Railway Provident Institutions . . . . .	97	.5	...	2.5	...	...	...	100
Civil Engineers' Provident Fund . . . . .	100	...	...	...	...	...	...	100
Forest Officers' Provident Fund . . . . .	100	...	...	...	...	...	...	100
Military Banks . . . . .	...	...	100	...	...	...	...	100
<b>All Banks taken together</b> . . . . .	28.6	6.3	17.2	3.8	1.2	3.9	40	100



## Statement IV.

*Interest earned during 1896-97 and 1897-98 and the Balance held at the close of each year.*

	INTEREST EARNED IN		Increase (+) or Decrease (—).	BALANCE HELD AT CLOSE OF		AVERAGE BALANCE IN EACH Bank.		AVERAGE BALANCE AT CRED- IT OF EACH DEPOSITOR.	
	1896-97.	1897-98.		1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
<b>BANKS OPEN TO PUBLIC—</b>									
Post Office Banks . . . . .	30,12,992	28,03,782	—2,09,210	9,63,924,411	9,28,72,978	—35,19,433	15,014	14,770	127
<b>SERVICE INSTITUTIONS—</b>									
State Railway Provident Insti- tutions . . . . .	2,61,626	2,76,520	+14,894	75,80,913	77,04,754	+1,23,841	6,89,174	7,70,475	513
Civil Engineers' Provident Fund . . . . .	1,21,587	1,34,381	+12,794	33,59,199	35,89,992	+2,30,793	33,59,199	35,89,992	5,397
Forest Officers' Provident Fund . . . . .	569	3,716	+3,147	45,167	1,36,591	+91,824	15,052	45,663	820
<b>Military Banks—</b>									
Bengal Command . . . . .	18,210	14,431	—3,779	4,00,959	3,86,795	—14,164	7,556	6,238	169
Punjab . . . . .	19,308	17,536	—1,772	4,71,760	3,81,987	—89,773	12,096	9,795	126
Madras . . . . .	12,092	8,570	—3,522	2,70,017	1,87,030	—82,987	9,311	5,195	93
Bombay . . . . .	13,131	11,303	—1,828	3,47,490	3,06,805	—40,685	8,687	7,135	163
<b>TOTAL</b>	62,741	51,840	—10,901	14,90,226	19,62,617	—2,27,609	...	...	...
<b>GRAND TOTAL</b>	34,59,515*	32,70,439*	—1,89,076	10,88,67,916	10,55,67,332	—33,00,584	...	...	...

\* Excludes Rs 694 on account of interest on Presidency Banks deposits.



## Statement V.

*Interest earned and Balances held by Native and by European and Eurasian Depositors, respectively, as returned in the Savings Bank Ledger.*

	NATIVE DEPOSITORS, INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS.				EUROPEAN AND EURASIAN DEPOSITORS, INCLUDING ACCOUNTS OF LOCAL INSTITUTIONS.			
	Number of Accounts.		Amounts of Interest earned.		Number of Accounts.		Amounts of Interest earned.	
	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
<b>BANKS OPEN TO THE PUBLIC—</b>								
Post Office Banks	650,025	665,735	25,65,360	24,79,124	8,60,51,834	8,12,43,475	R	R
<b>SERVICE INSTITUTIONS—</b>								
State Railway Provident Institutions	12,988	12,306	1,13,773	1,22,950	23,72,310	34,76,888		
Civil Engineers' Provident Fund	97	98	12,942	14,963	3,69,685	4,04,870		
Forest Officers' Provident Fund	27	32	62	392	4,793	15,018		
<b>Military Banks—</b>								
Bengal Command	...	...	...	...	...	...		
Punjab	...	...	...	...	...	...		
Madras	...	...	...	...	...	...		
Bombay	...	...	...	...	...	...		
<b>TOTAL</b>	663,137	678,171	26,94,125	26,16,529	8,97,98,622	8,61,40,251	77,255	1,94,27,081



## Statement VI.

## Government Promissory Notes purchased, received, and sold or returned on account of Savings Banks Depositors.

	NOTES PURCHASED FOR DEPOSITORS.						NOTES RECEIVED FROM DEPOSITORS.						NOTES SOLD OR RETURNED.						NOTES REMAINING IN CUSTODY OF THE COMPTROLLER GENERAL, THE ACCOUNTANT GENERAL, MADRAS, AND THE ACCOUNTANT GENERAL, BOMBAY.					
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	
BANKS OPEN TO THE PUBLIC— Presidency Banks—																								
Calcutta	1,500	31,400	4,300	7,500	...	...	500	3,000	100	...	...	...	1,200	17,700	4,300	10,500	42,500	...	23,900	30,200	44,200	45,800	42,300	
Madras	9,000	18,500	6,000	...	...	...	...	...	...	...	...	7,000	15,200	48,500	...	...	...	16,000	12,000	22,500	...	...	...	
Bombay	3,500	1,000	1,000	...	...	...	...	...	...	...	...	3,500	6,500	2,000	1,000	4,400	...	9,500	9,800	6,400	5,400	4,400	...	
Post Office Banks.	362,200	379,100	2,66,300	1,66,500	834,200	742,500	6,800	24,500	11,200	53,400	16,000	341,800	335,000	330,100	1,61,500	755,100	631,000	3,08,200	3,93,400	4,80,300	472,800	485,000	505,500	
SERVICE INSTITUTIONS— State Railway Provident In- stitutions	...	...	4,500	9,800	40,000	...	...	...	...	...	...	1,000	...	...	...	...	16,800	...	1,000	...	...	9,800	12,200	
TOTAL	376,100	430,000	257,700	158,500	844,100	748,500	8,300	7,100	21,500	55,400	16,000	351,900	350,300	373,800	174,000	708,800	640,000	425,000	483,500	543,600	538,200	546,400	568,000	



## Statement VII.

Particulars by Provinces of Presidency and Post Office Savings Banks combined on the 31st March 1898.

	CLASSIFICATION OF DEPOSITORS,							INTEREST EARNED IN		BALANCE HEAD AT CLOSE OF	
	Class I. professional.		Class II. Domestic.	Class III. Commercial.	Class IV. Agricul. etc.	Class V. Industrial.	Class VI. Indefinite or Non-productive.	TOTAL.	1896-97.	1897-98.	1897-98.
	A Having fixed incomes.	B Having variable incomes.							R	R	R
India . . . . .	8,127	1,397	5,883	680	121	993	10,418	27,619	1,50,031	1,46,159	49,11,764
Central Provinces . . . . .	6,240	1,028	3,471	295	71	343	6,060	17,508	68,925	67,392	23,21,500
Burma . . . . .	6,485	1,095	15,065	886	112	2,057	8,111	33,812	86,044	86,766	32,29,033
Assam . . . . .	4,066	1,572	3,096	305	216	659	4,713	14,629	54,034	57,185	20,03,122
Bengal . . . . .	61,401	17,695	22,968	8,051	4,125	4,446	1,07,225	225,911	8,80,460	7,60,602	2,55,60,384
North-Western Provinces and Oudh . . . . .	21,512	5,144	20,195	1,933	661	1,656	27,041	78,112	2,94,263	2,86,274	96,25,783
Punjab . . . . .	16,617	4,092	17,233	1,867	384	2,103	17,217	59,513	2,60,396	2,65,606	96,56,849
Berar . . . . .	2,112	513	1,035	137	70	147	2,400	6,414	26,229	25,792	8,40,453
Madras . . . . .	35,008	8,242	15,241	6,835	2,421	4,297	39,555	111,590	2,41,416	2,23,105	74,52,569
Bombay . . . . .	38,854	6,912	16,409	7,309	933	5,282	79,541	155,240	9,57,212	8,84,991	2,76,71,421
TOTAL	200,423	47,690	120,596	28,298	9,116	21,983	302,281	730,387	30,19,036	28,03,782	9,28,72,978



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

PROGRESS OF EDUCATION IN INDIA DURING THE YEAR 1897-98.

No. 102—113.

*Extract from the Proceedings of the Government of India in the Home Department (Education),—under date Calcutta, the 22nd February 1899.*

READ—

The several reports on the Progress of Education in India during the year 1897-98, with the orders passed on them by Local Governments and Administrations.

RESOLUTION.

The information regarding the state and progress of Education in India during the quinquennial period 1892-93 to 1896-97, given in the special reports submitted by Local Governments and Administrations in accordance with the instructions contained in Home Department Circular No. <sup>9-Education</sup> 271-280, dated the 18th July 1895, is being separately reviewed. The present Resolution gives a brief summary of the most striking features presented by the figures for the year 1897-98.

2. The total number of Public and Private Institutions in 1897-98 was 148,829 as compared with 152,025 in 1896-97 and 152,841 in 1895-96. The decrease was in Public Institutions, the number of which fell to 106,462 from 109,886 in 1896-97. The number of Private Institutions showed a small increase from 42,139 to 42,367. Primary (Public) Institutions which had risen to 102,036 in 1895-96 and 103,920 in 1896-97 fell to 100,507 in the year under review, the decrease occurring among both boys' and girls' schools. The number of Secondary (Public) Schools (5,333) showed an increase of 66. The number of Elementary Private Institutions rose from 36,959 in 1896-97 to 37,443 in 1897-98. Arts Colleges (124) showed an increase of 4, and the number of Professional Colleges (40) was the same as in the previous year.

3. Taking the population of school-going age at 15 per cent. of the total population according to the last census, the percentage of total scholars to total population of school-going age was 12·25 against 12·49 in 1896-97 and 12·05 in 1895-96; the percentages of male and female scholars on the total male and female population of school-going age was 21·84 and 2·33, respectively, as compared with 22·29 and 2·34 in 1896-97 and 22·02 and 2·34 in 1895-96. The total number of pupils under instruction decreased from 4,356,870 in the previous year to 4,274,275 in the year under review. Of the total number of scholars 3,874,809 were males and 399,466 were females against 3,954,712 and 402,158, respectively, in 1896-97. The number of pupils in Secondary (Public) Schools (551,141) showed an advance over the figures of the previous year (533,155), as also did the number in Private Elementary Institutions which increased from 503,106 in 1896-97 to 510,173 in 1897-98, but the number in Primary (Public) Schools decreased to 3,104,593 from 3,209,825 in 1896-97.



The decrease in the total number of pupils occurred mainly in Bombay, Bengal and the Central Provinces, and is attributed by the Local Governments to famine and plague.

4. The average monthly attendance at the different classes of Public

Public Institutions.		AVERAGE MONTHLY ATTENDANCE.	
		1896-97.	1897-98.
Managed by Government.	Colleges . . . . .	7,340	7,314
	Secondary Schools . . . . .	49,316	48,302
	Primary Schools . . . . .	24,188	21,602
	Schools for special instruction . . . . .	13,856	12,268
Managed by Local Fund and Municipal Boards.	Colleges . . . . .	196	233
	Secondary Schools . . . . .	119,319	118,517
	Primary Schools . . . . .	832,400	814,055
	Schools for special instruction . . . . .	1,535	2,031
Maintained by Native States.	Colleges . . . . .	161	200
	Secondary Schools . . . . .	10,814	12,770
	Primary Schools . . . . .	157,146	160,488
	Schools for special instruction . . . . .	328	378
Aided by Government or by Local Fund or Municipal Boards.	Colleges . . . . .	6,345	6,192
	Secondary Schools . . . . .	268,399	265,644
	Primary Schools . . . . .	1,559,771	1,573,611
	Schools for special instruction . . . . .	6,219	5,234
Unaided . . . . .	Colleges . . . . .	5,340	5,609
	Secondary Schools . . . . .	19,628	19,437
	Primary Schools . . . . .	402,782	406,104
	Schools for special instruction . . . . .	2,480	3,472
Total . . . . .		3,640,273	3,551,441

Institutions during the years 1896-97 and 1897-98 is shown in the comparative statement in the margin. The total shows a decrease of 88,832 on the figures of 1896-97. The number of scholars in Arts Colleges on the 31st March 1898 was 14,842 against 14,420 in 1897. In Colleges and Departments of Colleges for Professional training there were 4,468 scholars on the rolls at the end of 1897-98 as compared with 4,363 in the preceding year. The increase in the number of pupils in the secondary stage of instruction was maintained during

the year under review, the number having risen from 535,155 on the 31st March 1897 to 551,141 on the 31st March 1898; on the other hand, the number of pupils in the primary stage decreased from 3,209,825 to 3,104,583 or by 3.27 per cent. The reason for this decrease is as stated in paragraph 3 above. The number of scholars in Training Schools for Masters and Mistresses, which at the close of 1896-97 had risen to 5,667 from 5,016 in 1895-96, fell to 5,409 at the close of 1897-98. The attendance at other schools for special instruction showed a slight decline from 18,952 on the 31st March 1897 to 18,663 on the 31st March 1898.

5. The total number of pupils under instruction in all institutions on the 31st March 1898 was 4,274,275; of these 454,599 were receiving instruction in English against 438,846 in 1896-97; and 584,791 were studying a classical language as compared with 571,209 in the previous year. The number of vernacular pupils (3,907,894) showed a marked decrease of 81,638, which occurred mainly in the Primary (Public) Institutions for boys. In Private Institutions the number of pupils studying a classical language and a vernacular (294,144 and 338,573, respectively) compared favourably with the number of such pupils in 1896-97 (268,727 and 328,842, respectively); but the number studying English decreased from 5,240 to 4,396.



7. The classification of scholars according to race or creed, and the percentage of each class on the total number of scholars is shown in the following statement :—

Race or Creed.	1896-97.		1897-98.	
	Number of scholars.	Percentage on total.	Number of scholars.	Percentage on total.
Hindus . . . . .	2,935,597	67·38	2,886,279	67·53
Muhammadans . . . . .	988,632	22·18	922,566	21·50
Europeans and Eurasians . . . . .	29,176	·67	29,855	·69
Native Christians . . . . .	114,695	2·63	117,858	2·76
Others . . . . .	310,770	7·18	317,917	7·43

There was a decrease in the numbers of Hindu and Muhammadan scholars, and an increase in the case of Europeans and Eurasians, Native Christians and other classes. The greater proportionate decrease was among the Muhammadans, and the percentage of Muhammadan scholars therefore fell away whilst the percentage of Hindu scholars increased notwithstanding their numerical decline. Of the students at Colleges (19,310), 84·2 per cent. were Hindus, 6·8 per cent. Muhammadans, 3·2 per cent. Native Christians, and 2·1 per cent. Europeans and Eurasians. The Muhammadan students show a numerical increase of only 14 on the preceding year. Of those receiving a secondary education (551,141), 71·4 per cent. were Hindus, 14·0 per cent. Muhammadans, 5·5 per cent. Native Christians, and 4·5 per cent. Europeans and Eurasians. Of the 3,104,583 pupils under primary instruction at Public Institutions, 2,239,349 (72·1 per cent.) were Hindus; 607,271 (19·6 per cent.) were Muhammadans; 78,081 (2·5 per cent.) were Native Christians; 3,548 (·1 per cent.) were Europeans and Eurasians; and the remainder (176,334 or 5·7 per cent.) belonged to other classes. In the case of Hindus the numerical decrease was from 2,296,545 to 2,239,349 and in the case of Muhammadans from 647,159 to 607,271.

8. The total expenditure (direct and indirect) on public instruction, which in 1895-96 and 1896-97 amounted to Rs.50,85,032 and Rs.52,41,900, respectively, increased to Rs.55,40,262 in 1897-98. The increase was distributed over all classes of education. The direct expenditure reached Rs.2,82,16,380 as compared with Rs.2,77,38,737 in the preceding year. The indirect expenditure which embraces charges on account of direction, inspection, scholarships, building, school grants and other miscellaneous items amounted to Rs.73,23,873 against Rs.75,06,163 in 1896-97. The decrease was due to smaller expenditure on buildings.

9. The expenditure on education was met from Provincial Revenues, Local and Municipal Funds, from fees and from miscellaneous sources, such as endowments, subscriptions, etc. A comparison of the sums spent from each of these



sources during the years 1896-97 and 1897-98 and the proportion of such expenditure to the total cost of education is shown in the following statement :—

Sources from which expenditure on education is met.	1896-97.		1897-98.	
	Amount.	Percentage to total cost.	Amount.	Percentage to total cost.
	<i>R</i>		<i>R</i>	
Provincial Revenues . . . .	95,22,955	27·0	95,94,645	28·2
Local Funds . . . . .	57,45,944	16·3	56,71,204	15·9
Municipal Funds . . . . .	14,96,721	4·3	14,69,719	4·1
Fees . . . . .	1,06,10,932	30·1	1,05,82,145	29·8
Miscellaneous . . . . .	78,68,317	22·3	85,12,549	24·0
<b>TOTAL . . . . .</b>	<b>3,52,44,900</b>	<b>100·0</b>	<b>3,55,40,262</b>	<b>100·0</b>

The contributions from Provincial, Municipal and Local Funds and fees all fell off, but the decrease was more than counterbalanced by a considerable rise in the income from miscellaneous sources.

10. The statistics for the year appear to the Governor General in Council to be satisfactory, except for the check in the progress of primary education which resulted from the prevalence of famine and plague.

Madras.  
Bombay.  
Bengal.  
N.-W. P. and Oudh.  
Punjab.

Burma.  
Central Provinces.  
Assam.  
Coorg.  
Hyderabad.

ORDER.—Ordered, that a copy of the above Resolution be forwarded to the Local Governments and Administrations noted in the margin and the Department of Revenue and Agriculture for information.

Ordered also that the Resolution be published in the Supplement to the *Gazette of India*.

(True Extract.)

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



## EDUCATION—GENERAL TABLE I.

*Abstract Statement of Colleges, Schools, and Scholars in the several Provinces of British India at the end of the official year 1897-98.*

[For Details see General Table III.]

AREA AND POPULATION.			PUBLIC INSTITUTIONS.								PRIVATE INSTITUTIONS.		GRAND TOTAL.	Percentage of
Total in square miles.	Number of Towns and Villages.	Population.	UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		Total of Public Institutions.	Advanced.	Elementary.			
			Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other special Schools.						
39,246			INSTITUTIONS—										Institutions to number of towns and villages.	
			For males	120	40	4,883	94,827	13	257	100,258	4,032	36,161	141,341	24.6
			For females	4	...	430	3,680	43	23	6,876	2	1,389	7,467	1.3
			TOTAL	124	40	5,313	100,507	176	280	106,466	4,034	37,443	148,879	25.9
	Towns— 1,365	Males— 118,200,209												
	Villages— 572,873	Females— 114,223,813												
			SCHOLARS—										Male scholars to male population of school-going age.*	
	TOTAL— 574,438	TOTAL— 232,424,022	Males	14,742	4,430	309,123	2,788,367	4,261	17,342	3,338,289	64,140	472,361	1,874,809	31.9
			Females	100	18	42,016	316,216	1,147	1,321	360,818	85	37,794	399,466	Female scholars to female population of school-going age.*
			TOTAL	14,842	4,468	351,141	3,104,583	5,408	18,663	3,699,106	64,924	510,175	4,274,275	Total scholars to total population of school-going age.*

\* The population of school-going age is taken at 15 per cent of the whole population.



## EDUCATION—GENERAL

## Abstract Statement of Expenditure (in Rupees) on Public Instruction

[For Details]

		TOTAL DIRECT EXPENDITURE ON PUBLIC INSTRUCTION.							
		UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.		SCHOOL EDUCATION, SPECIAL.		TOTAL.	Univ.
		Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.	Training Schools.	All other Special Schools.		
1. Institutions	For Males	24,33,117	8,97,210	98,49,859	99,07,532	5,68,965	12,29,285	2,48,85,960	6,12,8
	For Females	17,383	...	18,18,343	12,75,607	1,67,019	52,068	33,30,430	
TOTAL		24,50,500	8,97,210	1,16,68,202	1,11,83,139	7,35,984	12,81,354	2,82,16,389	6,12,8
2. (a)—Percentages of Provincial expenditure included in columns 2—17 to Total Provincial expenditure on Public Instruction		10.7	6.8	20.8	17.6	5.3	7.1	58.3	
16)—Percentages of Local Fund expenditure included in columns 2—17 to Total Local Fund expenditure on Public Instruction		1	...	14.2	60.3	2	1.4	78	
(c)—Percentages of Municipal expenditure included in columns 2—17 to Total Municipal expenditure on Public Instruction		1.6	2	30.5	48.8	2	3.4	90.7	
(d)—Percentages of Total expenditure in columns 2—17 to Total expenditure on Public Instruction		6.9	2.5	32.8	31.5	2.1	3.6	79.4	



TABLE II.

in the several Provinces of British India for the official year 1897-98.

General Table IV.]

TOTAL INDIRECT EXPENDITURE ON PUBLIC INSTRUCTION.							TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	
Director.	Inspection.	Scholar- ships.	Buildings.	Special grants for furniture and apparatus.	Miscellaneous.	TOTAL.		
3,77,096	21,09,920	8,31,055	19,30,867	2,24,381	12,37,723	73,23,873	3,55,40,262	{ For Males } { For Females } 1. Institutions.
3,77,096	21,09,920	8,31,055	19,30,867	2,24,381	12,37,723	73,23,873	3,55,40,262	TOTAL.
41	143	47	57	7	21	317	100	2. (a)—Percentages of Provincial expenditure included in columns 2—17 to Total Provincial expenditure on Public Instruction.
..	118	27	49	5	21	22	100	(b)—Percentages of Local Fund expenditure included in columns 2—17 to Total Local Fund expenditure on Public Instruction.
..	16	17	29	7	24	93	100	(c)—Percentages of Municipal expenditure included in columns 2—17 to Total Municipal expenditure on Public Instruction.
11	59	24	54	6	35	206	100	(d)—Percentages of Total expenditure in columns 2—17 to Total expenditure on Public Instruction.



## EDUCATION—GENERAL

*Abstract Statement of Expenditure (in Rupees, annas, and pies) on Public Instruction in the*

		TOTAL DIRECT EXPENDITURE ON			
		UNIVERSITY EDUCATION.		SCHOOL EDUCATION, GENERAL.	
		Arts Colleges.	Professional Colleges.	Secondary Schools.	Primary Schools.
		R. a. p.	R. a. p.	R. a. p.	R. a. p.
3. Average annual cost of educating each pupil in—					
Government Institutions:	Cost to Provincial Revenues . . . .	180 14 7	197 7 2	15 4 2	5 6 7
	Cost to Local and Municipal Funds . . . .	0 6 5	1 10 2	9 14 8	0 10 4
Total Cost . . . . .		265 13 3	267 5 8	37 1 1	7 7 7
Local Fund Schools	Cost to Provincial Revenues . . . .	...	...	0 7 1	1 0 1
	Cost to Local Funds . . . . .	...	...	4 5 0	3 6 1
Total Cost . . . . .		...	...	8 7 6	4 13 10
Municipal Schools	Cost to Provincial Revenues . . . .	23 10 1	...	1 10 4	1 9 5
	Cost to Municipal Funds . . . . .	16 12 2	...	7 5 0	2 13 1
Total Cost . . . . .		115 5 5	59 1 8	19 9 7	6 13 3
Institutions in Native States.	Cost to Native State Revenues . . . .	194 3 11	...	17 11 10	4 1 11
	Cost to Local and Municipal Funds . . . .	...	...	0 14 10	0 6 1
Total Cost . . . . .		239 13 2	...	30 0 0	5 4 0
Aided Institutions	Cost to Provincial Revenues . . . .	40 8 0	...	4 2 8	0 6 4
	Cost to Local and Municipal Funds . . . .	4 2 11	...	1 14 7	0 12 9
Total Cost . . . . .		164 10 6	73 0 8	24 0 9	3 5 1
Unaided Institutions . . . . . Total Cost . . . . .		61 4 4	31 8 6	18 10 7	1 13 8
All Institutions	Cost to Provincial Revenues . . . .	65 7 8	143 10 8	3 10 1	0 8 10
	Cost to Local and Municipal Funds . . . .	2 0 3	1 3 0	2 8 2	1 6 3
Total Cost . . . . .		161 0 7	204 5 3	31 13 10	3 19 8



TABLE II—continued.

several Provinces of British India for the official year 1897-98—continued.

PUBLIC INSTRUCTION.			
SCHOOL-EDUCATION, SPECIAL.		TOTAL.	
Training Schools.	All other Special Schools.		
R a. p.	R a. p.	R a. p.	
115 13 1	65 12 7	35 12 10	3. Average annual cost of educating each pupil in—
22 12 10	6 11 9	3 5 9	Cost to Provincial Revenues . . . }
			Cost to Local and Municipal Funds . . . } Government Institutions.
143 9 7	91 5 8	57 11 11	Total Cost.
22 15 0	17 6 9	0 15 7	Cost to Provincial Revenues . . . }
108 10 10	33 10 3	3 8 9	Cost to Local Funds . . . } Local Fund Schools.
134 12 2	85 4 2	5 5 11	Total Cost.
54 11 10	10 2 7	1 10 10	Cost to Provincial Revenues . . . }
32 4 2	17 13 11	4 12 2	Cost to Municipal Funds . . . } Municipal Schools.
108 11 10	34 0 6	10 3 1	Total Cost.
209 3 4	47 10 9	5 9 3	Cost to Native State Revenues . . . }
...	...	0 6 8	Cost to Local and Municipal Funds . . . } Institutions in Native States.
305 8 5	72 12 10	7 9 10	Total Cost.
42 5 7	16 2 6	1 2 1	Cost to Provincial Revenues . . . }
0 12 3	5 5 1	0 15 7	Cost to Local and Municipal Funds . . . } Aided Institutions.
105 9 11	63 12 7	7 0 2	Total Cost.
63 5 11	29 8 3	5 10 9	Total Cost . . . . . Unaided Institutions.
91 10 4	36 5 6	1 12 8	Cost to Provincial Revenues . . . }
21 5 4	7 4 5	7 9 11	Cost to Local and Municipal Funds . . . } All Institutions.
135 12 9	70 15 8	7 15 1	Total Cost.



## EDUCATION—GENERAL

## Colleges, Schools, and Scholars in the several Provinces

CLASS OF INSTITUTIONS.	PUBLIC							
	UNDER PUBLIC							
	Managed by Government.				Managed by Local Fund and Municipal Boards.			
	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.
<b>UNIVERSITY EDUCATION.</b>								
<i>Arts Colleges.</i>								
English . . . . .	23	3,467	3,749	3,296	5	209	214	187
Oriental . . . . .	2	385	370	343	...	...	...	...
<i>Colleges or Departments of Colleges for Professional Training.</i>								
Law . . . . .	14	1,346	1,290	983	1	17	19	14
Medicine . . . . .	4	1,085	1,078	995	...	...	...	...
Engineering . . . . .	4	695	725	656	...	...	...	...
Teaching . . . . .	2	68	58	55	...	...	...	...
Agriculture . . . . .	1	49	44	42	...	...	...	...
Total . . . . .	50	7,095	7,314	6,370	6	226	233	204
<b>SCHOOL EDUCATION—GENERAL.</b>								
<i>Secondary Schools.</i>								
<i>For Boys—</i>								
High Schools . . . . .	130	30,871	30,583	25,323	60	15,718	15,103	13,105
Middle Schools {	66	8,548	8,365	6,818	304	29,485	29,058	24,558
	61	4,622	4,278	3,242	703	75,624	74,566	59,130
<i>For Girls—</i>								
High Schools . . . . .	6	782	773	643	...	...	...	...
Middle Schools {	3	155	161	143	1	48	42	30
	44	4,282	4,142	3,070	10	755	748	608
Total . . . . .	310	40,198	48,302	39,739	1,078	121,630	119,517	97,431
<i>Primary Schools.</i>								
For Boys . . . . .	366	16,255	15,822	11,581	16,078	776,390	777,169	595,125
For Girls . . . . .	119	6,730	6,680	5,039	944	35,108	36,916	24,531
Total . . . . .	485	22,985	22,502	16,620	17,022	811,498	814,085	620,657
<b>SCHOOL EDUCATION—SPECIAL.</b>								
<i>Schools for Special Instruction.</i>								
Training Schools for Masters . . . . .	89	3,350	3,365	2,978	18	259	251	235
Ditto for Mistresses . . . . .	11	294	295	252	3	42	40	35
Schools of Art . . . . .	5	1,215	1,203	890	...	...	...	...
Law Schools . . . . .	1	17	21	18	...	...	...	...
Medical Schools . . . . .	11	1,666	1,668	1,557	1	47	42	41
Engineering and Surveying Schools . . . . .	27	1,166	1,139	984	...	...	...	...
Industrial Schools . . . . .	6	530	521	415	16	1,098	1,229	979
Other Schools . . . . .	70	4,131	4,051	2,822	8	476	470	372
Total . . . . .	220	12,369	12,263	9,916	46	1,922	2,031	1,662
<b>TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION . . . . .</b>	<b>1,065</b>	<b>91,647</b>	<b>90,381</b>	<b>71,655</b>	<b>18,152</b>	<b>935,276</b>	<b>935,866</b>	<b>719,931</b>



TABLE III.

British India for the official year 1897-98.

INSTITUTIONS.								CLASS OF INSTITUTIONS.
MANAGEMENT.				UNDER PRIVATE MANAGEMENT.				
Maintained by Native States.				Aided by Government or by Local Fund or Municipal Boards.				
Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	
2	208	200	186	52	4,136	5,967	5,217	UNIVERSITY EDUCATION. <i>Arts Colleges.</i>
...	...	...	...	3	112	110	88	English.
...	...	...	...	2	105	115	90	Oriental.
...	...	...	...	...	...	...	...	Colleges or Departments of Colleges for Professional Training.
...	...	...	...	...	...	...	...	Law.
...	...	...	...	...	...	...	...	Medicine.
...	...	...	...	...	...	...	...	Engineering.
...	...	...	...	...	...	...	...	Teaching.
...	...	...	...	...	...	...	...	Agriculture.
2	208	200	186	57	6,353	6,192	5,395	Total.
...	...	...	...	...	...	...	...	SCHOOL EDUCATION—GENERAL. <i>Secondary Schools.</i>
21	4,618	4,715	4,074	(a) 418	88,826	87,084	71,983	For Boys—
102	6,090	5,831	4,773	1,097	88,898	84,642	68,182	High Schools.
28	2,236	2,202	1,499	1,093	63,779	60,787	50,882	English } Middle Schools.
...	...	...	...	78	8,138	7,822	6,635	Vernacular }
...	...	...	...	139	10,889	10,373	8,860	For Girls—
...	...	...	...	151	12,376	11,936	9,618	High Schools.
...	...	...	...	...	...	...	...	English } Middle Schools.
...	...	...	...	...	...	...	...	Vernacular }
152	12,968	12,770	10,362	2,976	272,906	262,644	216,160	Total.
2,280	148,768	145,889	111,318	53,353	1,554,513	1,466,874	1,198,120	Primary Schools.
1,190	15,230	14,549	8,757	3,702	110,420	105,637	81,061	For Boys.
3,528	163,998	160,438	120,075	57,055	1,664,933	1,572,511	1,279,181	For Girls.
...	...	...	...	...	...	...	...	Total.
...	...	...	...	...	...	...	...	SCHOOL EDUCATION—SPECIAL. <i>Schools for Special Instruction.</i>
2	71	72	67	18	567	595	528	Training Schools for Masters.
2	31	29	26	28	704	688	638	Ditto for Mistresses.
...	...	...	...	...	...	...	...	Schools of Art.
...	...	...	...	...	...	...	...	Law Schools.
...	...	...	...	2	127	90	90	Medical Schools.
1	4	4	3	1	24	21	19	Engineering and Surveying Schools.
4	248	253	146	27	963	856	767	Industrial Schools.
1	27	15	22	49	3,245	3,084	2,399	Other Schools.
10	381	373	264	125	5,630	5,334	4,441	Total.
17,755	177,555	173,281	130,887	60,213	1,949,822	1,846,681	1,505,177	TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION.



## EDUCATION—GENERAL

## Colleges, Schools, and Scholars in the several Provinces

CLASS OF INSTITUTIONS.	PUBLIC INSTITUTIONS—contd.				Grand Total of public institutions.	Grand Total of scholars on the rolls on 31st March.	Number of Schools on 31st March.	
	UNDER PRIVATE MANAGEMENT—contd.						English.	A classed language.
	Unaided.							
	Number of institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.				
UNIVERSITY EDUCATION.								
Arts Colleges.								
English . . . . .	37	4,325	4,607	3,027	119	14,345	14,195	9,100
Oriental . . . . .	...	...	...	...	5	497	85	...
Colleges or Departments of Colleges for Professional Training.								
Law . . . . .	12	1,103	1,062	716	29	2,571	2,571	...
Medicine . . . . .	...	...	...	...	4	1,085	1,085	...
Engineering . . . . .	...	...	...	...	4	695	463	...
Teaching . . . . .	...	...	...	...	2	68	68	...
Agriculture . . . . .	...	...	...	...	1	49	49	...
Total . . . . .	49	5,428	5,669	4,643	164	19,310	18,516	10,300
SCHOOL EDUCATION—GENERAL.								
Secondary Schools.								
For Boys—								
High Schools . . . . .	(a) 248	55,827	54,352	43,191	877	195,860	186,463	91,000
Middle Schools . . . . .	395	27,974	26,275	20,843	1,964	160,995	123,697	12,000
{ English . . . . .	157	9,348	8,634	6,831	2,012	155,609	10,552	13,000
{ Vernacular . . . . .								
For Girls—								
High Schools . . . . .	5	263	350	306	89	9,223	8,962	2,000
Middle Schools . . . . .	7	434	414	343	151	11,548	10,305	8,000
{ English . . . . .	5	493	462	371	210	17,906	3,192	3,000
{ Vernacular . . . . .								
Total . . . . .	817	94,439	90,487	71,887	5,333	551,141	349,231	127,000
Primary Schools.								
For Boys . . . . .	21,741	428,657	393,510	336,147	94,827	2,924,583	71,211	140,000
For Girls . . . . .	676	12,512	11,594	9,376	5,680	180,000	4,889	6,000
Total . . . . .	22,417	441,169	405,104	345,523	100,507	3,104,583	76,100	146,000
SCHOOL EDUCATION—SPECIAL.								
Schools for Special Instruction.								
Training Schools for Masters . . . . .	4	70	66	51	131	4,317	464	1,000
{ Into . . . . .	1	21	18	16	45	1,092	364	...
{ for Mistresses . . . . .	2	108	66	64	7	1,323	377	...
Schools of Art . . . . .	5	497	365	325	6	514	493	...
Law Schools . . . . .	5	749	729	386	19	2,589	836	...
Medical Schools . . . . .	...	...	...	...	29	1,194	493	...
Engineering and Surveying Schools . . . . .	10	367	356	262	63	3,206	405	...
Industrial Schools . . . . .	30	1,958	1,872	1,493	158	9,837	2,924	...
Other Schools . . . . .								
Total . . . . .	57	3,770	3,472	2,597	458	24,072	6,356	5,000
TOTAL OF COLLEGES AND SCHOOLS OF PUBLIC INSTRUCTION . . . . .	23,340	544,806	504,732	424,650	106,462	3,699,106	450,203	207,000
PRIVATE INSTITUTIONS.								
1. ADVANCED TEACHING—								
(a) Arabic or Persian . . . . .					2,544	35,535	20	...
(b) Sanskrit . . . . .					2,321	27,486	...	...
(c) Any other Oriental Classic . . . . .					59	1,983	...	...
2. ELEMENTARY TEACHING—								
A VERNACULAR ONLY OR MAINLY . . . . .	For Boys	(b) 25,691	332,690	2,672				
For Girls . . . . .	223	4,573	...	...				
3. ELEMENTARY TEACHING—								
THE KOREAN ONLY . . . . .	For Boys	(b) 10,223	153,552	...				
For Girls . . . . .	1,018	13,720	...	...				
4. OTHER SCHOOLS NOT CONFORMING TO DEPARTMENTAL STANDARDS . . . . .	For Boys	(b) 247	4,249	1,488				
For Girls . . . . .	41	1,391	214	...				
Total . . . . .		42,367	575,169	4,396				
GRAND TOTAL . . . . .		148,829	4,274,273	454,599				

(a) Includes two Vernacular high schools in the Punjab with 156 pupils.

(b) Thirty-three pupils in elementary (private) institutions above in total.







## EDUCATION—GENERAL

Expenditure (in Rupees) on Public Instruction in the several

OBJECTS OF EXPENDITURE.	PUBLIC									
	UNDER PUBLIC									
	Managed by Government.						Managed by Local			
	Pro- vincial Revenues	Local Funds.	Municipal Funds.	Fees.	Subscrip- tions.	Endow- ments and other sources.	TOTAL.	Pro- vincial Revenues	Local Funds.	Municipal Funds.
<b>UNIVERSITY EDUCATION.</b>										
<i>Arts Colleges.</i>										
English . . . . .	7,30,615	1,506	150	2,14,889	...	32,787	10,79,916	3,057	...	3,357
Oriental . . . . .	14,567	...	...	...	...	472	15,038	...	...	...
<i>Colleges or Departments of College for Professional Training.</i>										
Law . . . . .	— 2,676	...	...	91,835	...	2,613	84,774	...	...	...
Medicine . . . . .	2,81,059	2,524	2,591	78,434	...	3,011	3,67,719	...	...	...
Engineering . . . . .	3,02,715	...	...	32,677	27	2,103	3,38,522	...	...	...
Teaching . . . . .	26,932	...	60	400	...	247	27,589	...	...	...
Agriculture . . . . .	29,818	...	...	355	...	5,223	35,599	...	...	...
<b>TOTAL</b>	13,76,030	4,130	2,751	5,18,793	27	47,427	19,40,158	3,057	...	3,357
<b>SCHOOL EDUCATION, GENERAL.</b>										
<i>Secondary Schools.</i>										
For Boys { High Schools . . . . .	4,65,109	97,637	16,398	6,75,958	4,859	36,807	12,99,858	33,599	12,609	1,24,600
{ Middle Schools { English . . . . .	1,37,505	12,350	9,975	76,809	4,626	72,915	3,12,850	61,659	40,562	2,55,111
	31,576	...	1,459	12,593	1,088	66	46,812	7,087	3,08,398	33,400
For Girls { High Schools . . . . .	43,605	...	...	9,444	1,824	11,408	65,341	...	...	...
{ Middle Schools { English . . . . .	18,225	...	...	329	...	2,672	21,226	...	...	...
	41,007	...	...	1,261	16	284	42,568	1,127	1,032	10,200
<b>TOTAL</b>	7,37,117	1,10,987	26,832	7,75,794	12,413	1,24,249	17,90,385	1,04,373	3,71,694	3,23,900
<i>Primary Schools.</i>										
For Boys . . . . .	71,714	6,196	8,317	18,830	275	11,624	1,17,056	8,42,940	22,75,739	3,69,800
For Girls . . . . .	50,070	30	69	769	22	168	51,128	30,329	93,413	1,13,700
<b>TOTAL</b>	1,21,784	6,226	8,386	19,599	297	11,792	1,68,184	8,93,269	23,71,154	5,03,500
<b>SCHOOL EDUCATION, SPECIAL.</b>										
<i>Schools for Special Instruction.</i>										
Training Schools for Masters . . . . .	3,27,248	79,011	1,300	786	20	4,403	4,72,858	4,551	23,477	...
Ditto Mistresses . . . . .	47,631	2,584	561	140	...	1,808	52,724	2,355	6,148	...
Schools of Art . . . . .	1,10,584	5	132	30,222	14	11,193	1,33,101	...	...	...
Law Schools . . . . .	2,391	...	...	1,309	...	...	3,600	...	...	...
Medical Schools . . . . .	2,22,083	26,915	16,368	27,594	6,273	1,265	2,96,398	...	...	...
Engineering and Surveying Schools . . . . .	80,448	...	...	17,641	...	2,340	1,00,429	...	...	...
Industrial Schools . . . . .	18,101	...	...	778	...	11,809	20,688	21,795	24,614	...
Other Schools . . . . .	1,31,397	10,820	3,700	20,713	3	56,002	2,22,655	2,071	6,983	...
<b>TOTAL</b>	10,00,823	1,19,336	22,061	79,083	1,310	28,910	13,11,523	38,173	65,222	1,13,700
Buildings . . . . .	4,26,859	16,120	67	...	26	53,146	4,98,218	9,475	2,53,570	...
Furniture and Apparatus (Special grants only). . . . .	33,950	398	23	1,314	5	3,612	39,344	1,980	25,426	...
<b>TOTAL</b>	4,60,809	16,518	902	1,314	31	56,758	5,37,534	11,455	2,78,996	...
<b>TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.</b>	26,96,966	2,57,197	63,232	13,94,583	24,178	3,31,120	59,36,762	10,46,264	30,85,066	6,38,000



TABLE IV.

Provinces of British India for the official year 1897-98.

INSTITUTIONS.											OBJECTS OF EXPENDITURE.
MANAGEMENT.											
Elected and Municipal Boards.				Maintained by Native States.							
Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	Native State Revenues.	Local Funds in Native States.	Municipal Funds raised in Native States.	Fees.	Subscriptions.	Endowments and other sources.	TOTAL.	
13,640	300	1,898	24,582	38,940	...	...	8,918	...	198	47,965	UNIVERSITY EDUCATION.
...	...	...	...	...	...	...	...	...	...	...	<i>Arts Colleges.</i>
...	...	...	...	...	...	...	...	...	...	...	English.
...	...	...	...	...	...	...	...	...	...	...	Oriental.
...	...	...	...	...	...	...	...	...	...	...	<i>Colleges or Departments of Colleges for Professional Training.</i>
1,123	...	...	1,123	...	...	...	...	...	...	...	Law.
...	...	...	...	...	...	...	...	...	...	...	Medicine.
...	...	...	...	...	...	...	...	...	...	...	Engineering.
...	...	...	...	...	...	...	...	...	...	...	Teaching.
...	...	...	...	...	...	...	...	...	...	...	Agriculture.
14,763	500	1,898	25,805	38,849	...	...	8,918	...	198	47,965	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	SCHOOL EDUCATION—GENERAL.
...	...	...	...	...	...	...	...	...	...	...	<i>Secondary Schools.</i>
2,76,358	3,494	2,170	4,51,832	1,34,048	...	...	97,833	414	3,068	2,35,963	High Schools.
2,72,806	3,548	4,004	3,49,235	78,124	5,001	2,095	36,410	2,095	3,061	1,28,224	English } Middle } For Boys.
1,21,286	4,987	643	4,76,546	9,277	3,368	807	471	366	...	14,185	Vernacular } Schools }
...	...	...	...	...	...	...	...	...	...	...	High Schools
...	...	...	150	4,464	...	...	366	...	...	4,730	English } Middle } For Girls.
35	...	35	12,572	...	...	...	...	...	...	...	Vernacular } Schools }
6,70,485	13,029	6,832	14,90,338	2,26,513	8,965	2,093	1,34,986	2,705	7,030	3,83,103	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	Primary Schools.
4,21,312	6,418	4,998	39,52,284	5,76,004	52,224	4,808	99,374	8,471	9,573	7,50,454	For Boys.
1,455	532	841	2,31,738	85,000	1,758	1,828	18	1,239	1,591	91,434	For Girls.
4,22,808	8,950	5,839	42,04,022	6,61,004	53,982	6,636	99,392	9,700	11,164	8,41,888	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	SCHOOL EDUCATION—SPECIAL.
...	...	...	...	...	...	...	...	...	...	...	<i>Schools for Special Instruction.</i>
10	...	34	28,201	14,163	...	...	78	...	...	14,241	Training Schools for Masters.
...	...	...	10,416	16,057	...	...	...	202	358	16,617	Do. Mistresses.
...	...	...	...	...	...	...	...	...	...	...	Schools of Art.
...	...	...	...	...	...	...	...	...	...	...	Law Schools.
1,593	...	3,733	6,320	...	...	...	...	...	...	...	Medical Schools.
...	...	...	...	113	...	...	...	...	...	113	Engineering and Surveying Schools.
3,73	550	19,444	36,422	12,854	...	...	...	3,728	3,107	19,689	Industrial Schools.
187	...	3,901	16,470	...	...	...	...	...	...	...	Other Schools.
4,037	550	27,114	1,47,879	43,127	...	...	78	3,930	3,465	50,660	TOTAL.
...	...	...	...	...	...	...	...	...	...	...	Buildings.
228	14,395	2,523	3,17,940	3,63,806	3,627	137	38	640	1,344	3,69,682	Furniture and Apparatus (Special grants only).
420	535	1,520	34,797	7,355	493	114	35	184	6,855	15,082	TOTAL.
777	14,833	4,113	3,58,737	5,71,281	4,180	253	194	834	8,199	3,84,709	TOTAL.
11,52,210	37,862	45,816	62,20,728	13,40,804	67,069	6,790	2,43,498	17,169	30,056	17,08,384	TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.



## EDUCATION—GENERAL

## Expenditure (in Rupees) on Public Instruction in the several Provinces

OBJECTS OF EXPENDITURE.	PUBLIC					
	UNDER PRIVATE					
	Aided by Government or by Local Fund or Municipal Boards.					
	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	Subscriptions.	Endowments and other sources.
<b>UNIVERSITY EDUCATION.</b>						
<i>Arts Colleges.</i>						
English . . . . .	5,34,357	5,753	19,183	3,25,466	63,489	3,28,363
Oriental . . . . .	11,772	256	224	248	689	9,110
<i>Colleges or Departments of Colleges for Professional Training.</i>						
Law . . . . .	—	—	—	5,487	—	2,913
Medicine . . . . .	—	—	—	—	—	—
Engineering . . . . .	—	—	—	—	—	—
Teaching . . . . .	—	—	—	—	—	—
Agriculture . . . . .	—	—	—	—	—	—
<b>Total</b>	5,46,134	6,009	19,407	3,31,201	65,978	3,40,283
<b>SCHOOL EDUCATION, GENERAL.</b>						
<i>Secondary Schools.</i>						
For Boys—						
High Schools . . . . .	4,20,057	48,260	88,121	14,23,457	1,69,965	3,02,647
Middle Schools { English . . . . .	2,05,470	1,58,493	56,148	3,99,808	2,54,460	1,84,660
{ Vernacular . . . . .	50,572	98,777	21,267	1,58,192	75,687	43,540
For Girls—						
High Schools . . . . .	1,61,889	2,030	6,633	3,19,028	48,242	2,18,517
Middle Schools { English . . . . .	1,33,523	9,630	5,962	1,68,330	1,01,031	2,27,593
{ Vernacular . . . . .	53,403	1,555	3,392	12,796	38,344	73,076
<b>Total</b>	10,94,916	3,19,646	1,81,723	25,81,901	6,87,729	13,50,033
<i>Primary Schools.</i>						
For Boys . . . . .	4,32,303	9,54,406	1,80,143	18,00,341	2,31,285	2,32,403
For Girls . . . . .	1,03,792	58,456	26,844	56,459	1,04,676	3,08,341
<b>Total</b>	5,36,095	10,12,862	2,06,987	18,56,800	3,35,961	5,40,744
<b>SCHOOL EDUCATION, SPECIAL.</b>						
<i>Schools for Special Instruction.</i>						
Training Schools for Masters . . . . .	22,220	881	—	389	12,128	12,114
Ditto Mistresses . . . . .	31,114	—	100	4,034	29,162	80,295
Schools of Art . . . . .	—	—	—	—	—	—
Law Schools . . . . .	—	—	—	—	—	—
Medical Schools . . . . .	—	400	1,200	—	1,701	367
Engineering and Surveying Schools . . . . .	2,000	907	—	507	—	—
Industrial Schools . . . . .	42,663	3,892	10,572	4,735	3,627	85,004
Other Schools . . . . .	20,789	2,452	2,229	18,209	12,402	52,120
<b>Total</b>	1,19,786	8,632	13,901	29,064	59,830	1,70,800
<i>Buildings</i> . . . . .	55,119	6,927	4,893	96,420	69,616	3,82,707
<i>Furniture and Apparatus (Special grants only)</i> . . . . .	30,846	4,843	2,937	23,763	4,943	48,413
<b>Total</b>	1,25,695	11,770	7,830	1,20,183	74,559	4,31,120
University . . . . .	—	—	—	—	—	—
Director . . . . .	—	—	—	—	—	—
Inspection . . . . .	—	—	—	—	—	—
<b>SCHOLARSHIPS HELD IN—</b>						
Arts Colleges . . . . .	—	—	—	—	—	—
Professional Colleges . . . . .	—	—	—	—	—	—
Secondary Schools . . . . .	—	—	—	—	—	—
Primary Schools . . . . .	—	—	—	—	—	—
Special Schools other than Training Schools . . . . .	—	—	—	—	—	—
Miscellaneous . . . . .	—	—	—	—	—	—
<b>Total</b>	—	—	—	—	—	—
<b>TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.</b>	22,12,616	15,89,009	4,20,758	39,18,259	13,32,057	35,32,997



TABLE IV—continued.

British India for the official year 1897-98.

INSTITUTIONS—contd.										Grand Total.	OBJECTS OF EXPENDITURE.
MANAGEMENT.				TOTAL EXPENDITURE FROM							
Unaided											
Fees.	Subscrip- tions.	Endow- ments and other sources.	TOTAL.	Provincial Revenues.	Local Funds.	Municipal Funds.	Fees.	All other sources.			
68,583	5,993	1,37,713	3,32,481	9,70,029	7,250	22,920	8,01,496	6,11,653	24,13,337	UNIVERSITY EDUCATION. Arts Colleges.	
...	...	...	...	25,344	136	224	248	10,071	37,143	English.	
...	...	...	...	...	...	...	...	...	...	Oriental.	
29,044	1,811	3,480	33,484	—	...	...	1,27,489	9,068	1,27,781	Colleges or Departments of Colleges for Professional Training.	
...	...	...	...	2,81,059	1,624	2,391	78,434	3,011	3,07,719	Law.	
...	...	...	...	3,02,715	...	...	32,677	2,130	3,38,524	Medicine.	
...	...	...	...	26,232	...	10	400	247	27,589	Engineering.	
...	...	...	...	29,816	...	...	558	3,223	35,599	Teaching.	
67,627	7,196	1,40,948	3,15,765	16,27,221	10,139	19,745	10,41,302	6,43,303	33,47,710	Agriculture.	
...	...	...	...	...	...	...	...	...	...	Total.	
58,553	1,04,993	(a) 3,25,714	12,89,363	9,78,855	1,58,492	2,31,526	35,37,241	12,87,379	59,88,507	SCHOOL EDUCATION, GENERAL. Secondary Schools.	
23,657	68,142	(a) 54,280	2,66,079	4,04,634	2,21,504	2,22,030	11,18,896	8,50,083	28,17,157	For Boys— High Schools.	
23,539	15,810	7,914	48,712	1,00,135	4,07,173	55,971	3,18,031	1,62,833	10,44,200	English } Middle Schools.	
51,397	...	3,191	54,428	2,03,494	2,030	6,632	3,79,779	2,83,172	8,78,008	Vernacular } Middle Schools.	
9,846	3,334	19,318	27,498	1,51,748	9,630	5,112	1,78,771	3,53,412	6,99,673	For Girls— High School.	
24	7,371	1,338	2,753	95,530	2,588	12,935	14,116	7,14,484	3,40,662	English } Middle Schools.	
70,068	1,85,059	4,14,705	16,88,832	19,36,405	8,02,327	5,36,218	53,41,834	30,51,413	1,16,68,202	Vernacular } Middle Schools.	
...	...	...	...	...	...	...	...	...	...	Total.	
83,964	66,781	1,40,822	7,06,367	13,47,157	12,66,431	5,87,327	28,29,831	18,76,786	99,07,532	SCHOOL EDUCATION, SPECIAL. Schools for Special Instruction.	
2,310	16,512	(a) 26,597	43,219	2,93,691	1,53,911	1,30,148	61,052	6,26,805	12,75,607	For Boys. Primary Schools.	
97,274	83,093	1,76,419	7,51,786	16,40,848	34,20,342	7,17,475	28,90,883	25,13,591	1,11,83,126	For Girls.	
...	...	...	...	...	...	...	...	...	...	Total.	
...	494	4,173	4,666	4,14,019	1,03,369	1,429	1,433	48,618	5,68,268	SCHOOL EDUCATION, SPECIAL. Training Schools for Masters.	
...	...	657	657	82,600	8,732	2,074	5,074	68,539	1,07,019	Ditto. Mistresses.	
1,336	173	3,336	4,805	1,10,624	6	132	11,538	14,736	1,37,056	Schools of Art.	
14,415	...	...	14,415	2,391	...	...	25,624	...	18,013	Law Schools.	
16,512	17,636	9,168	43,316	2,22,683	17,315	18,588	43,671	35,143	3,49,702	Medical Schools.	
...	...	...	...	82,448	997	...	18,248	2,453	1,04,146	Engineering and Surveying Schools.	
334	186	8,228	8,882	82,560	32,306	23,215	9,242	1,49,181	2,06,704	Industrial Schools.	
3,503	6,067	18,030	28,522	1,55,157	20,255	8,337	42,614	1,40,445	3,73,846	Other Schools.	
20,302	82,390	43,631	1,05,323	11,53,782	1,03,180	53,795	1,49,494	4,68,117	20,17,338	Total.	
20,797	22,564	(a) 40,054	89,415	5,31,871	2,76,617	42,805	1,23,343	9,36,031	19,20,867	Buildings.	
5,142	13,373	(a) 9,966	10,086	(b) 67,266	28,697	9,936	21,339	87,143	2,24,381	Furniture and Apparatus (Special grants only).	
37,341	95,937	50,000	1,08,301	5,99,137	3,05,314	52,741	1,54,882	10,43,174	21,55,248	Total.	
...	...	...	...	11,007	415	395	5,31,881	68,131	6,12,831	University.	
...	...	...	...	3,76,405	...	...	691	...	3,77,096	Director.	
...	...	...	...	13,31,714	5,70,373	23,635	11,030	72,068	81,09,320	Inspection.	
...	...	...	...	1,53,031	1,331	3,135	6,442	77,516	2,42,375	SCHOLARSHIP HELD IN— Arts Colleges.	
...	...	...	...	35,770	3,264	1,285	...	14,106	54,365	Professional Colleges.	
...	...	...	...	1,58,746	1,04,895	14,696	3,409	67,900	3,49,648	Secondary Schools.	
...	...	...	...	17,042	19,896	1,457	178	22,065	60,638	Primary Schools.	
...	...	...	...	72,902	82,391	3,565	...	22,371	1,84,049	Special Schools other than Training Schools.	
...	...	...	...	1,89,793	1,17,217	35,575	4,49,847	4,43,889	12,37,723	Miscellaneous.	
...	...	...	...	23,48,252	9,30,902	82,745	10,01,780	7,02,945	51,68,685	Total.	
3,36,673	8,25,717	29,70,207	93,04,645	96,71,804	14,02,719	1,05,82,745	85,10,549	3,55,40,267	3,55,40,267	TOTAL EXPENDITURE ON PUBLIC INSTRUCTION.	



## EDUCATION—GENERAL

## Stages of Instruction of Pupils in Public Schools for General

CLASS OF SCHOOLS.	Number of schools.	Number of Pupils on the rolls on 31st March.	HIGH STAGE.			MIDDLE STAGE.		
			COMPRISING ALL PUPILS WHO HAVE PASSED BEYOND THE LOWER SECONDARY (MIDDLE) STAGE BUT HAVE NOT PASSED THE MATRICULATION EXAMINATION.			COMPRISING ALL PUPILS WHO HAVE PASSED BEYOND THE UPPER PRIMARY STAGE BUT HAVE NOT PASSED BEYOND THE LOWER SECONDARY (MIDDLE) STAGE.		
			Boys.	Girls.	Total.	Boys.	Girls.	Total.
SECONDARY SCHOOLS.								
For Boys	107	39,419	11,791	1	11,792	15,633	...	...
Government	61	4,622	3	...	3	790	...	1
Local Fund	125	13,735	1,236	...	1,236	6,236	...	19
Municipal	63	64,707	...	...	...	12,387	...	21
Native States	239	31,468	3,400	...	3,400	14,002	...	4
Aided	79	10,917	...	...	...	2,482	...	...
Unaided	123	10,708	3,473	...	3,473	6,217	...	...
Total	28	2,230	...	...	...	325	...	1
For Girls	1,514	1,77,662	25,985	105	26,090	55,099	500	...
Government	1,094	63,841	76	...	76	9,821	152	...
Local Fund	641	83,035	17,082	...	17,082	23,551	...	...
Municipal	159	95,514	6	...	6	1,910	3	...
Total	4,883	512,464	63,952	109	64,061	148,436	710	149
For Boys	...	...	...	...	...	...	...	...
Government	9	975	...	77	77	...	202	...
Local Fund	44	4,282	...	...	...	...	296	...
Municipal	...	...	...	...	...	...	...	...
Native States	2	62	...	...	...	...	6	...
Aided	1	48	...	...	...	...	47	...
Unaided	8	693	...	...	...	...	126	...
Total	1	24	...	10	10	...	14	...
For Girls	...	...	...	...	...	...	...	...
Government	217	19,027	27	1,146	1,173	215	4,251	...
Local Fund	151	12,376	...	...	...	51	1,499	...
Municipal	12	797	2	45	47	21	155	...
Native States	5	493	...	...	...	...	40	...
Total	45	38,677	29	1,281	1,310	287	6,637	...
TOTAL SECONDARY SCHOOLS	5,333	551,141	63,981	1,393	65,374	148,723	7,347	150
PRIMARY SCHOOLS.								
For Boys	...	...	...	...	...	...	...	...
Government	360	16,955	...	...	...	25	...	...
Local Fund	14,902	670,516	...	...	...	2,251	...	3
Municipal	1,170	96,674	...	...	...	76	...	...
Native States	3,260	148,768	...	...	...	...	...	...
Aided	53,353	1,554,513	...	...	...	647	...	...
Unaided	21,741	428,657	...	...	...	39	...	...
Total	91,827	2,924,583	...	...	...	3,038	...	...
For Girls	...	...	...	...	...	...	...	...
Government	11	6,730	...	...	...	...	...	...
Local Fund	601	17,790	...	...	...	...	...	...
Municipal	347	17,388	...	...	...	...	...	...
Native States	230	15,230	...	...	...	...	...	...
Aided	3,702	110,420	...	2	2	1	...	...
Unaided	676	12,512	...	...	...	...	...	...
Total	5,680	180,000	...	2	2	...	...	...
TOTAL PRIMARY SCHOOLS	100,507	3,104,583	...	2	2	30,393	...	...
GRAND TOTAL	105,840	3,655,724	63,981	1,395	65,376	151,762	7,383	150



TABLE V.

Education in the several Provinces of British India for the official year 1897-98.

UPPER PRIMARY STAGE.			LOWER PRIMARY STAGE.						TOTAL.			CLASS OF SCHOOLS.	
COMPRISING ALL PUPILS WHO HAVE PASSED BEYOND THE LOWER PRIMARY STAGE, BUT HAVE NOT PASSED BEYOND THE UPPER PRIMARY STAGE.			COMPRISING ALL PUPILS WHO HAVE NOT PASSED BEYOND THE LOWER PRIMARY STAGE.										
			Reading printed Books.			Not reading printed Books.							
Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.	Boys.	Girls.	Total.		
6,822	2	6,824	4,614	7	4,621	553	...	553	39,409	10	39,419	SECONDARY SCHOOLS.	
954	2	956	2,022	24	2,046	863	18	881	4,577	41	4,618		
2,004	12	2,016	3,221	90	3,310	209	44	253	13,570	165	13,735		
13,030	42	13,072	33,092	290	33,382	5,599	244	5,843	64,108	599	64,707		
6,536	2	6,538	7,204	14	7,218	286	...	286	31,448	20	31,468		
1,964	...	1,964	5,387	5	5,392	1,070	5	1,075	10,907	10	10,917		
203	1	204	506	15	521	160	14	174	10,630	28	10,658		
437	2	439	1,027	4	1,031	420	15	435	2,214	22	2,236		
37,005	543	37,548	53,952	1,234	55,186	3,020	213	3,233	175,067	2,593	177,660		
14,375	387	14,762	31,012	2,467	33,479	4,443	205	4,648	60,030	3,211	63,241		
17,780	25	17,805	23,071	72	23,143	1,131	24	1,155	83,507	133	83,640		
2,137	0	2,137	4,024	37	4,061	741	30	771	9,435	76	9,511		
104,003	1,024	105,027	170,701	4,251	174,952	18,153	812	18,965	505,550	6,914	512,464	Total.	
...	170	170	...	391	391	16	19	35	...	850	875	SECONDARY SCHOOLS.	
...	274	274	...	3,225	3,225	...	487	487	...	4,282	4,282		
...	8	8	...	48	48	...	...	...	...	62	62		
...	198	198	...	335	335	...	34	34	...	693	693		
...	...	...	...	...	...	...	...	...	...	24	24		
374	3,370	3,744	1,473	6,358	7,831	558	1,236	1,814	2,647	16,380	19,027		
196	1,200	1,496	39	7,771	8,077	90	1,158	1,248	666	11,710	12,316		
25	155	184	82	207	295	45	5	95	185	612	797		
2	09	71	47	284	331	3	4	51	52	443	493		
531	5,613	6,144	2,016	18,510	20,526	712	3,952	3,764	3,575	35,102	38,677	Total.	
104,534	6,637	111,171	172,722	22,775	195,497	19,165	3,864	23,029	509,125	42,016	551,141	TOTAL SECONDARY SCHOOLS.	
PRIMARY SCHOOLS.												PRIMARY SCHOOLS.	
FOR BOYS.													
2,352	70	3,422	9,174	513	9,687	2,751	367	3,118	15,305	950	16,255		
1,852	1,654	130,882	387,410	19,658	407,077	112,183	15,120	127,303	640,081	36,435	676,516		
2,435	116	28,551	48,942	1,401	50,403	20,715	729	20,844	97,566	2,308	99,774		
45,390	141	45,537	63,406	1,240	64,645	37,937	1,549	39,586	145,832	2,936	148,768		
74,752	2,674	77,426	1,102,872	62,354	1,165,226	202,672	18,830	311,502	1,470,048	83,865	1,553,913		
4,091	49	4,140	297,277	11,708	308,985	109,375	6,110	115,485	410,783	17,874	428,657		
294,246	4,712	298,958	1,008,719	96,031	2,005,720	574,139	42,717	616,856	2,780,212	144,368	2,924,580	Total.	
FOR GIRLS.													
1	385	386	80	4,624	4,710	...	1,631	1,631	87	6,643	6,730		
...	1,747	1,747	141	10,581	10,722	28	5,220	5,248	160	17,551	17,720		
3	2,056	2,061	11	9,572	9,583	9	5,732	5,741	23	17,365	17,388		
...	2,601	2,601	24	6,127	6,151	4	6,474	6,478	28	15,202	15,230		
582	6,657	7,239	5,277	70,173	75,450	1,265	20,437	21,702	7,126	103,294	110,420		
16	186	202	604	8,416	9,018	101	3,191	3,292	719	11,793	12,512		
603	13,034	14,237	6,141	109,493	115,634	1,407	48,685	50,092	8,152	171,848	180,000	Total.	
24,645	18,341	313,195	1,914,933	266,427	2,121,360	575,546	91,403	666,955	2,788,367	316,216	3,104,583	TOTAL PRIMARY SCHOOLS.	
100,080	14,082	424,362	2,087,651	229,227	2,316,878	594,711	95,269	690,980	3,097,492	358,232	3,455,724	GRAND TOTAL.	



## EDUCATION—GENERAL

## Results of the Prescribed Examinations in the

NATURE OF EXAMINATION.	NUMBER OF INSTITUTIONS SENDING EXAMINEES.				NUMBER OF EXAMINEES.*				
	Institutions under public management.	Aided Institutions.	Other Institutions.	Total.	Institutions under public management.	Aided Institutions.	Other Institutions.	Private students.	Total.
<b>ARTS COLLEGES—</b>									
Master of Arts . . . . .	9	8	2	19	113	73	5	100	291
Bachelor of Arts . . . . .	26	26	18	64	856	1,159	897	423	3,335
Bachelor of Science . . . . .	4	4	...	8	9	15	...	...	24
First B. A. . . . .	3	7	5	15	317	722	249	274	1,562
First B. Sc. . . . .	2	1	...	3	3	3	...	...	6
First Arts and equivalent Examinations . . . . .	36	57	48	141	1,676	2,332	2,336	807	7,151
<b>ORIENTAL COLLEGES—</b>									
Master of Oriental Learning . . . . .	...	1	...	1	...	2	...	...	3
Bachelor of Oriental Learning . . . . .	...	1	...	1	...	4	...	2	6
Honours in Sanskrit . . . . .	1	2	1	4	104	7	1	3	112
Ditto Arabic . . . . .	...	1	...	1	...	2	...	1	3
Ditto Persian . . . . .	...	1	1	2	...	2	4	3	9
High Proficiency in Sanskrit . . . . .	4	5	27	36	123	25	50	5	203
Ditto ditto Arabic . . . . .	...	1	...	1	...	3	...	...	3
Ditto ditto Persian . . . . .	...	2	1	3	...	6	2	2	10
Proficiency in Sanskrit . . . . .	3	6	38	47	39	20	94	10	163
Ditto Arabic . . . . .	1	3	...	4	3	6	...	3	12
Ditto Persian . . . . .	...	2	...	2	...	2	...	3	5
<b>COLLEGES FOR PROFESSIONAL TRAINING—</b>									
<i>Law—</i>									
Doctor of Law . . . . .	...	...	...	...	...	...	...	...	...
Master of Law . . . . .	...	...	...	...	...	...	...	8	8
Honours in Law . . . . .	...	...	...	...	...	...	...	...	...
Bachelor of Law . . . . .	13	5	10	28	549	125	449	5	1,128
First LL. B. Examination . . . . .	5	2	1	8	692	19	27	5	743
<i>Medicine—</i>									
M. D. . . . .	...	...	...	...	...	...	...	1	1
M. B. (a) . . . . .	3	...	...	3	13	...	...	...	13
First M. B. . . . .	3	...	...	3	45	...	...	...	48
Honours in Medicine and Surgery . . . . .	...	...	...	...	...	...	...	...	...
L. M. S.(b) . . . . .	4	...	...	4	183	...	...	...	187
First L. M. S. . . . .	4	...	...	4	354	...	...	1	355
Preliminary Scientific M. B. . . . .	2	...	...	2	87	...	...	...	89
Ditto ditto L. M. S. . . . .	2	...	...	2	133	...	...	...	135

(a) Includes the "and M.B." Examination in Bengal.

(b) Includes the "and L. M. S." Examination in Bengal.



TABLE VI.

General Provinces of British India during the official year 1897-98.

NATURE OF EXAMINATION.	NUMBER PASSED.					RACE OR CREED OF PASSED SCHOLARS.				
	Aided institutions.	Other institutions.	Private students.	Total.		Euro-peans and Euro-asians.	Native Christians.	Hindus.	Muham-madans.	Others.
<b>ARTS COLLEGES—</b>										
Master of Arts.	73	33	2	29	139	2	4	120	5	8
Bachelor of Arts.	373	528	223	140	(a) 1,264	18	58	1,030	24	54
Bachelor of Science.	8	12	...	...	20	2	...	15	...	3
First B. A.	238	523	193	141	1,095	12	84	986	13	...
First B. Sc.	2	1	...	...	3	...	...	2	...	1
First Arts and equivalent Examinations.	795	1,059	983	172	(b) 3,009	56	91	2,575	160	126
<b>ORIENTAL COLLEGES—</b>										
Master of Oriental Learning.	...	...	...	...	...	...	...	...	...	...
Bachelor of Oriental Learning.	...	2	...	...	2	...	...	...	2	...
Honours in Sanskrit.	62	6	1	2	71	...	...	71	...	...
Ditto Arabic.	...	2	...	1	3	...	...	...	3	...
Ditto Persian.	...	2	4	1	7	...	...	...	7	...
High Proficiency in Sanskrit.	64	19	28	4	115	...	...	115	...	...
Ditto ditto Arabic.	...	3	...	...	3	...	...	...	3	...
Ditto ditto Persian.	...	3	2	1	6	...	...	...	6	...
Proficiency in Sanskrit.	14	13	51	2	80	...	...	80	...	...
Ditto Arabic.	1	5	...	2	8	...	...	...	8	...
Ditto Persian.	...	...	1	1	1	...	...	...	1	...
<b>COLLEGES FOR PROFESSIONAL TRAINING—</b>										
<b>Law—</b>										
Doctor of Law.	...	...	...	...	...	...	...	...	...	...
Master of Law.	...	...	1	1	1	...	...	1	...	...
Honours in Law.	...	...	...	...	...	...	...	...	...	...
Bachelor of Law.	190	26	226	1	443	1	5	397	25	15
First LL. B. Examination.	214	6	7	...	227	2	7	194	5	19
<b>Medicine—</b>										
M. D.	...	...	1	1	1	...	...	1	...	...
M. B.	9	...	...	9	9	1	1	7	...	...
First M. B.	15	...	...	15	15	1	4	10	...	...
Honours in Medicine and Surgery.	...	...	...	...	...	...	...	...	...	...
L. M. S.	21	...	...	...	21	3	3	69	2	4
First L. M. S.	117	...	...	1	118	1	5	92	4	16
Preliminary Scientific M. B.	29	...	...	...	29	3	4	20	2	...
Ditto ditto L. M. S.	102	...	...	...	102	6	2	87	...	7

(a) Race or creed of 21 passed students in Bengal not stated.

(b) Race or creed of 1 passed student in Bengal not stated.



## EDUCATION—GENERAL

## Results of the Prescribed Examinations in

NATURE OF EXAMINATION.	NUMBER OF INSTITUTIONS SENDING EXAMINERS.				NUMBER OF EXAMINERS.				
	Institutions under public management.	Aided institutions.	Other institutions.	Total.	Institutions under public management.	Aided institutions.	Other institutions.	Private students.	Total.
<b>COLLEGES FOR PROFESSIONAL TRAINING—contd.</b>									
<i>Engineering—</i>									
M. C. E. . . . .	...	...	...	...	...	...	...	...	...
B. C. E. . . . .	2	...	...	2	18	...	...	...	...
B. C. E. . . . .	3	...	...	3	25	...	...	...	...
First B. C. E. . . . .	2	...	...	2	60	...	...	...	...
<i>Teaching—</i>									
Licentiate in Teaching . . . . .	Written . . . . .	27	44	332	403	91	93	415	111
	Practical . . . . .	2	...	...	2	26	...	...	43
<i>Agriculture—</i>									
Examination in Agriculture . . . . .	Second . . . . .	1	...	...	1	2	...	...	...
	First . . . . .	2	...	...	2	2	...	...	...
<b>SCHOOLS FOR GENERAL EDUCATION—</b>									
Matriculation . . . . .	Boys . . . . .	204	398	276	878	3,854	5,507	4,886	3,426
	Girls . . . . .	3	68	11	82	11	253	41	13
Upper Secondary Examination . . . . .		30	62	29	121	226	288	131	718
Middle School Examination . . . . .	Boys(a) . . . . .	1,082	2,475	640	4,197	12,760	14,234	4,280	5,005
	Girls . . . . .	11	132	11	154	66	856	46	9
Upper Primary Examination . . . . .	Boys . . . . .	9,614	5,748	921	16,273	66,654	28,044	6,138	518
	Girls . . . . .	463	475	49	987	1,497	2,952	203	4
Lower Primary Examination . . . . .	Boys . . . . .	13,360	22,104	1,529	36,993	109,662	122,764	10,247	414
	Girls . . . . .	729	964	86	1,779	4,999	7,813	459	2
Public Service Certificate Examination . . . . .	English . . . . .	815	148	74	1,037	2,849	470	280	1,374
	Vernacular . . . . .	87	2	...	89	609	10	...	2
<b>SCHOOLS FOR SPECIAL INSTRUCTION—</b>									
Training School Examination for Masters . . . . .	Upper (b) . . . . .	26	4	3	33	655	70	12	76
	Lower . . . . .	105	12	3	120	2,549	244	20	460
Training School Examination for Mistresses . . . . .	Upper (c) . . . . .	7	14	2	23	91	56	4	5
	Lower . . . . .	12	19	3	34	208	284	7	2
School of Arts Examination . . . . .		162	72	41	275	2,895	696	417	414
Medical Examination . . . . .		11	...	...	11	517	...	...	5
Engineering and Surveying Examination . . . . .		26	...	4	30	776	...	32	114
Industrial School Examination . . . . .		9	8	1	18	315	108	4	32
Veterinary Examination . . . . .		2	...	...	2	69	...	...	...
Agricultural Examination . . . . .		2	...	...	2	38	...	...	...

(a) Includes "Girls" in the Madras Presidency.

(b) Includes 21,967 examinees in the Madras Presidency not detailed into the separate heads.

(c) Includes "Lower" in the North-Western Provinces and Oudh.



TABLE VI—continued.

several Provinces of British India during the official year 1897-98.

Institutions under public management.	NUMBER PASSED.				RACE OR CREED OF PASSED SCHOLARS.					NATURE OF EXAMINATION.
	Aided institutions.	Other institutions.	Private students.	Total.	Europeans and Eurasians.	Native Christians.	Hindus.	Muhammadians.	Others.	
										COLLEGES FOR PROFESSIONAL TRAINING— contd.
										Engineering—
										M. C. E.
11				11			11			B. C. E.
28				18		3	14		1	L. C. E.
33				33		6	21	1	5	First L. C. E.
										Teaching—
39	41	88	25	194	9	70	29	7	79	Written } Licentiate in Teaching.
12			20	32		4	28			Practical }
										Agriculture—
1				1			1			Second } Examination in Agriculture.
										First }
										SCHOOLS FOR GENERAL EDUCATION—
2,182	2,479	2,133	433	7,227	187	194	6,020	620	206	Boys } Matriculation.
4	121	11	8	144	86	35	1		22	Girls }
85	113	37	99	333	60	3	259	9	2	Upper Secondary Examination.
8,008	7,053	1,764	1,062	17,887	477	977	12,316	2,561	1,555	Boys } Middle School Examination.
34	553	21	3	611	307	196	23	22	63	Girls }
38,747	17,798	3,149	231	73,737	833	3,495	53,278	10,159	5,972	Boys } Upper Primary Examination.
992	1,265	140	3	3,000	559	477	1,270	178	516	Girls }
12,869	79,763	5,969	323	158,864	360	3,920	102,114	24,040	29,430	Boys } Lower Primary Examination.
2,909	5,633	337	2	(b) 8,881	498	905	4,479	641	2,448	Girls }
1,351	258	97	381	2,087	4	8	1,897	140	38	English } Public Service Certificate Examination.
286	7			293	1	1	277	6	6	Vernacular }
										SCHOOLS FOR SPECIAL INSTRUCTION—
450	47	11	37	555	3	155	335	51	11	Upper } Training School Examination for Masters.
1,669	166	16	179	2,030		261	1,569	189	11	Lower }
62	28	2	2	94	23	24	38	8	1	Upper } Training School Examination for Mistresses.
116	149	13	2	280	14	178	71	11	6	Lower }
930	227	90	144	1,391	94	136	1,035	95	31	School of Arts Examination.
428			2	430	33	35	286	72	4	Medical Examination.
453		20	50	523	3	5	220	25	270	Engineering and Surveying Examination.
241	80	4	27	352	29	75	130	118		Industrial School Examination.
61				61			38	23	1	Veterinary Examination.
131				131			120	11		Agricultural Examination.

(a) Includes 13,817 passed in the Madras Presidency and not detailed into the separate heads.

(b) Race or creed of 10 passed pupils in the Hyderabad Assigned Districts, not given.



## EDUCATION—GENERAL

## Distribution of Local Fund and Municipal Expenditure on Public

OBJECTS OF EXPENDITURE.	EXPENDITURE OF LOCAL FUND BOARDS							
	IN INSTITUTIONS MANAGED BY							
	Number of Institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Local Funds.	Municipal grants.	Fees.
<b>UNIVERSITY EDUCATION—</b>					R	R	R	R
Arts Colleges—								
English . . . . .	...	...	...	...	...	...	...	...
Oriental . . . . .	...	...	...	...	...	...	...	...
Colleges or Departments of Colleges for Professional training—								
Law . . . . .	...	...	...	...	...	...	...	...
Medicine . . . . .	...	...	...	...	...	...	...	...
Engineering . . . . .	...	...	...	...	...	...	...	...
Teaching . . . . .	...	...	...	...	...	...	...	...
Agriculture . . . . .	...	...	...	...	...	...	...	...
<b>Total</b>	...	...	...	...	...	...	...	...
<b>SCHOOL EDUCATION—GENERAL—</b>								
Secondary Schools—								
For boys—								
High Schools . . . . .	14	3,772	3,323	2,868	9,905	4,055	1,550	64,798
Middle Schools { English . . . . .	111	9,003	9,493	8,066	19,305	33,289	2,138	92,821
Vernacular . . . . .	633	64,707	63,613	50,448	4,421	2,91,524	6,035	1,04,806
For Girls—								
High Schools . . . . .	...	...	...	...	...	...	...	...
Middle Schools { English . . . . .	...	...	...	...	...	...	...	...
Vernacular . . . . .	2	62	61	52	5	552	...	...
<b>Total</b>	760	78,504	76,540	61,434	33,696	3,30,020	9,723	2,61,625
Primary Schools—								
For Boys . . . . .	14,902	676,516	665,037	510,168	6,72,327	22,22,741	1,796	3,11,103
For Girls . . . . .	603	17,720	17,827	12,221	13,170	86,706	1,453	19
<b>Total</b>	15,505	694,236	683,464	522,389	6,85,507	23,09,507	3,249	3,11,122
<b>SCHOOL EDUCATION—SPECIAL—</b>								
Schools for Special Instruction—								
Training Schools for Masters . . . . .	18	259	251	235	3,835	23,477	...	10
Ditto Mistresses . . . . .	2	18	17	14	2,312	3,648	800	...
Schools of Art . . . . .	...	...	...	...	...	...	...	...
Law Schools . . . . .	...	...	...	...	...	...	...	...
Medical Schools . . . . .	1	47	42	41	...	...	1,020	1,955
Engineering and Surveying Schools . . . . .	...	...	...	...	...	...	...	...
Industrial Schools . . . . .	9	612	574	462	14,071	25,850	617	3,12
Other Schools . . . . .	3	381	360	322	2,931	6,983	1,000	178
<b>Total</b>	33	1,317	1,244	1,074	23,149	61,058	3,437	4,876
Buildings . . . . .	...	...	...	...	6,739	2,45,856	509	1,98
Furniture and Apparatus (special grants only) . . . . .	...	...	...	...	1,181	23,416	653	479
<b>Total</b>	...	...	...	...	7,920	2,69,272	1,162	617
Inspection . . . . .	...	...	...	...	...	...	...	...
Scholarships held in—								
Arts Colleges . . . . .	...	...	...	...	...	...	...	...
Professional Colleges . . . . .	...	...	...	...	...	...	...	...
Secondary Schools . . . . .	...	...	...	...	...	...	...	...
Primary Schools . . . . .	...	...	...	...	...	...	...	...
Special Schools other than Training Schools . . . . .	...	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...	...
<b>Total</b>	...	...	...	...	...	...	...	...
<b>GRAND TOTAL</b>	16,266	774,057	761,248	581,807	7,50,578	26,70,261	12,872	5,78,344



TABLE VII.

Instruction in the several Provinces of British India for the official year 1897-98.

PUBLIC INSTRUCTION.							OBJECTS OF EXPENDITURE.
LOCAL FUND BOARDS.			IN INSTITUTIONS MANAGED BY			Total Local Fund Expenditure on Public Instruction.	
Subscriptions.	Endowment and other sources.	Total.	The Government.	Municipal Boards.	Private persons or Associations.		
R	R	R	R	R	R	R	UNIVERSITY EDUCATION—
...	...	...	1,506	...	5,753	7,259	Arts Colleges—
...	...	...	...	...	256	256	English.
...	...	...	...	...	...	...	Oriental.
...	...	...	2,624	...	...	2,624	Colleges or Departments of Colleges for professional training—
...	...	...	...	...	...	...	Law.
...	...	...	...	...	...	...	Medicine.
...	...	...	...	...	...	...	Engineering.
...	...	...	...	...	...	...	Teaching.
...	...	...	...	...	...	...	Agriculture.
...	...	...	4,130	...	6,009	10,139	Total.
...	...	...	...	...	...	...	SCHOOL EDUCATION—GENERAL—
...	...	...	...	...	...	...	Secondary Schools—
...	...	...	...	...	...	...	For Boys—
281	342	81,531	97,637	7,947	48,260	1,58,499	High Schools.
4,397	2,636	1,54,346	13,350	14,373	1,58,493	2,21,505	English : } Middle Schools.
4,712	605	4,11,603	...	16,874	98,777	4,07,175	Vernacular : }
...	...	...	...	...	2,030	2,030	For Girls—
...	...	...	...	...	9,630	9,630	High Schools.
...	...	...	...	...	1,556	2,588	English : } Middle Schools.
...	35	592	...	480	...	...	Vernacular : }
9,390	3,618	6,48,072	1,10,987	41,674	3,19,646	8,02,327	Total.
7,302	3,016	32,18,559	6,196	52,998	9,84,496	32,66,431	Primary Schools—
347	59	1,01,814	30	8,649	58,466	1,53,911	For Boys.
...	...	...	...	...	...	...	For Girls.
7,849	3,075	33,20,373	6,226	61,647	10,42,962	34,20,342	Total.
...	34	27,356	79,011	...	881	1,03,369	SCHOOL EDUCATION—SPECIAL—
...	...	8,760	2,584	500	...	8,732	Schools for Special Instruction—
...	...	...	6	...	...	6	Training schools for Masters.
...	...	...	...	...	...	...	Ditto Mistresses.
...	...	...	...	...	...	...	Schools of Art.
...	3,735	6,320	26,915	...	400	27,315	Law Schools.
...	...	...	...	...	997	997	Medical Schools.
550	17,750	61,961	...	2,764	3,892	34,506	Engineering and Surveying Schools.
...	3,640	14,932	10,820	...	2,452	20,255	Industrial Schools.
...	...	...	...	...	...	...	Other Schools.
550	25,359	1,19,329	1,19,336	3,264	8,622	1,93,180	Total.
6,718	1,335	2,61,355	16,120	7,714	6,927	2,76,617	Buildings.
488	49	26,226	398	...	4,873	28,697	Furniture and Apparatus (special grants only).
7,206	1,384	2,87,581	16,518	7,714	11,800	3,03,314	Total.
...	...	...	...	...	...	6,70,573	Inspection.
...	...	...	...	...	...	1,351	Scholarships held in—
...	...	...	...	...	...	3,264	Arts Colleges.
...	...	...	...	...	...	1,04,895	Professional Colleges.
...	...	...	...	...	...	19,890	Secondary Schools.
...	...	...	...	...	...	...	Primary Schools.
...	...	...	...	...	...	22,291	Special Schools other than Training Schools.
...	...	...	...	...	...	1,17,217	Miscellaneous.
...	...	...	...	...	...	9,39,487	Total.
14,995	13,436	43,78,359	2,52,197	1,14,299	13,89,030	56,70,789	GRAND TOTAL.



## EDUCATION—GENERAL

## Distribution of Local Fund and Municipal Expenditure on Public Education

OBJECTS OF EXPENDITURE.	EXPENDITURE OF MUNICIPALITIES							
	IN INSTITUTIONS MANAGED BY MUNICIPALITIES							
	Number of Institutions.	Number of scholars on the rolls on 31st March.	Average number on the rolls monthly during the year.	Average daily attendance.	Provincial grants.	Municipal rates.	Local Funds.	Total.
<b>UNIVERSITY EDUCATION.</b>								
<i>Arts Colleges.</i>								
English . . . . .	5	209	214	187	5,057	3,587	...	13,644
Oriental . . . . .	...	...	...	...	...	...	...	...
<i>Colleges or Departments of Colleges for Professional Training.</i>								
Law . . . . .	2	17	19	14	...	...	...	1,112
Medicine . . . . .	...	...	...	...	...	...	...	...
Engineering . . . . .	...	...	...	...	...	...	...	...
Teaching . . . . .	...	...	...	...	...	...	...	...
Agriculture . . . . .	...	...	...	...	...	...	...	...
<b>Total</b>	6	226	233	201	5,057	3,587	...	14,764
<b>SCHOOL EDUCATION—GENERAL.</b>								
<i>Secondary Schools.</i>								
For Boys—								
High Schools . . . . .	46	11,945	11,780	10,237	23,694	1,23,050	7,947	2,11,561
Middle Schools . . . . .	193	19,522	19,565	16,492	42,294	1,53,418	16,373	1,82,084
{ English . . . . .	70	10,917	10,903	8,082	3,566	27,210	16,874	1,06,847
{ Vernacular . . . . .	...	...	...	...	...	...	...	...
For Girls—								
High Schools . . . . .	1	48	42	30	...	150	...	...
Middle Schools . . . . .	8	693	687	556	1,122	10,343	480	...
{ English . . . . .	...	...	...	...	...	...	...	...
{ Vernacular . . . . .	...	...	...	...	...	...	...	...
<b>Total</b>	318	43,126	42,977	33,997	70,676	3,14,180	41,674	4,28,830
<i>Primary Schools.</i>								
For Boys . . . . .	1,176	99,874	111,532	85,957	1,70,603	3,97,071	52,998	1,20,111
For Girls . . . . .	343	17,388	19,089	12,291	37,159	1,01,682	8,649	1,00,481
<b>Total</b>	1,519	117,262	130,621	98,248	2,07,762	4,98,753	61,647	1,11,592
<b>SCHOOLS EDUCATION—SPECIAL.</b>								
<i>Schools for Special Instruction.</i>								
Training Schools for Masters . . . . .	...	...	...	...	716	129	...	...
{ English . . . . .	1	24	23	21	543	613	500	...
{ Vernacular . . . . .	...	...	...	...	...	...	...	...
Schools of Art . . . . .	...	...	...	...	...	...	...	...
Law Schools . . . . .	...	...	...	...	...	...	...	...
Medical Schools . . . . .	...	...	...	...	...	...	...	...
Engineering and Surveying Schools . . . . .	...	...	...	...	...	...	...	...
Industrial Schools . . . . .	7	486	654	517	7,725	12,226	2,764	...
Other Schools . . . . .	5	95	110	50	40	1,428	...	...
<b>Total</b>	13	605	787	588	9,024	14,396	3,264	...
<i>Buildings, Furniture and Apparatus (special grants only).</i>								
Buildings . . . . .	...	...	...	...	2,734	37,212	7,714	...
Furniture and Apparatus . . . . .	...	...	...	...	739	6,311	...	...
<b>Total</b>	...	...	...	...	3,473	43,523	7,714	...
<i>Inspection.</i>								
<i>Scholarships held in—</i>								
Arts Colleges . . . . .	...	...	...	...	...	...	...	...
Professional Colleges . . . . .	...	...	...	...	...	...	...	...
Secondary Schools . . . . .	...	...	...	...	...	...	...	...
Primary Schools . . . . .	...	...	...	...	...	...	...	...
Special Schools other than Training Schools . . . . .	...	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...	...
<b>Total</b>	...	...	...	...	...	...	...	...
<b>GRAND TOTAL</b>	1,836	161,219	174,618	135,034	2,95,902	8,74,439	1,14,299	5,35,640



TABLE VII—continued.

Instruction in the several Provinces of British India for the official year 1897-98.

## BOARDS ON PUBLIC INSTRUCTION.

BOARDS.			IN INSTITUTIONS MANAGED BY			Total Municipal Expenditure on Public Instruction.	Total expenditure of Local Fund and Municipal Boards on Public Instruction.	OBJECTS OF EXPENDITURE.
Subsidy- grant.	Endowments and other sources.	Total.	The Government.	Local Fund Boards.	Private persons or Associations.			
	R	R	R	R	R	R	R	UNIVERSITY EDUCATION. Arts Colleges.
500	1,898	24,682	150	...	19,183	22,920	30,179	English. Oriental.
...	...	...	...	...	224	224	480	Colleges or Departments of Colleges for Professional Training.
...	...	1,123	...	...	...	...	...	Law.
...	...	...	2,591	...	...	2,591	5,215	Medicine.
...	...	...	...	...	...	...	...	Engineering.
...	...	...	10	...	...	10	10	Teaching.
...	...	...	...	...	...	...	...	Agriculture.
500	1,898	25,805	2,751	...	19,407	25,745	35,884	Total.
								SCHOOL EDUCATION—GENERAL.
								Secondary Schools.
2,213	1,828	3,70,301	18,398	1,550	88,521	2,21,528	3,90,027	For Boys—
1,828	1,308	3,94,889	9,975	2,138	56,508	2,22,039	4,43,544	High Schools.
275	38	64,943	1,459	6,035	21,267	55,971	4,63,146	English } Middle Schools.
...	...	...	...	...	6,633	6,633	9,363	Vernacular } Middle Schools.
...	...	...	...	...	5,002	6,112	15,742	For Girls—
...	...	150	...	...	3,592	13,935	16,523	High Schools.
...	...	11,980	...	...	...	...	...	English } Middle Schools.
...	...	...	...	...	...	...	...	Vernacular } Middle Schools.
3,639	3,734	8,42,263	29,832	9,723	1,82,483	5,36,218	13,38,545	Total.
								Primary Schools.
916	1,982	7,33,725	8,317	1,796	1,80,143	5,87,127	38,53,758	For Boys.
185	782	1,49,924	69	1,453	26,944	1,39,148	2,84,059	For Girls.
1,101	2,764	8,83,649	8,386	3,249	2,07,087	7,17,475	41,37,817	Total.
								SCHOOL EDUCATION—SPECIAL.
								Schools for Special Instruction.
...	...	845	1,300	...	...	1,429	1,04,298	Training Schools for Masters.
...	...	1,656	561	800	100	2,074	10,806	Ditto Mistresses.
...	...	...	132	...	...	132	138	Schools of Art.
...	...	...	...	...	...	...	...	Law Schools.
...	...	...	16,368	1,020	1,200	18,588	43,003	Medical Schools.
...	...	...	...	...	...	...	997	Engineering and Surveying Schools.
...	1,694	24,461	...	617	10,372	23,215	55,721	Industrial Schools.
...	61	1,538	3,700	1,000	2,229	8,357	28,012	Other Schools.
...	...	...	...	...	...	...	...	Total.
...	1,755	28,500	22,061	3,437	13,901	53,795	2,46,975	Buildings.
7,577	1,258	56,585	67	509	5,017	42,805	3,19,422	Furniture and Apparatus (special grants only).
50	1,471	8,571	35	653	2,937	9,936	38,639	Total.
7,627	2,729	65,156	102	1,162	7,954	52,741	3,58,055	Inspection.
...	...	...	...	...	...	23,635	6,94,208	Scholarships held in—
...	...	...	...	...	...	3,135	4,486	Arts Colleges.
...	...	...	...	...	...	1,285	4,549	Professional Colleges.
...	...	...	...	...	...	14,698	1,19,593	Secondary Schools.
...	...	...	...	...	...	1,457	21,353	Primary Schools.
...	...	...	...	...	...	3,565	25,856	Special Schools other than Training Schools.
...	...	...	...	...	...	35,575	1,52,792	Miscellaneous.
...	...	...	...	...	...	...	...	Total.
...	...	...	...	...	...	...	...	GRAND TOTAL.
12,267	12,380	18,45,373	62,132	17,571	4,30,837	14,69,324	71,40,113	



## EDUCATION—GENERA

*Attendance and Expenditure in Hostels*

	NUMBER OF		NUMBER OF BOARDERS WHO ARE STUDENTS OF			
	Hostels or Boarding-houses.	Boarders.	Arts Colleges.	Secondary Schools.	Primary Schools.	Special Schools.
<b>Managed by Government—</b>						
Boys . . . . .	116	4,343	449	1,993	274	1,617
Girls . . . . .	7	482	7	413	40	32
<b>Managed by Local or Municipal Boards—</b>						
Boys . . . . .	325	5,851	...	5,477	286	88
Girls . . . . .	...	...	...	...	...	...
<b>Aided by Government or by Local or Municipal Boards—</b>						
Boys . . . . .	163	8,119	212	5,659	1,674	268
Girls . . . . .	106	5,841	9	4,155	1,501	176
<b>Unaided—</b>						
Boys . . . . .	528	11,940	993	5,654	4,696	597
Girls . . . . .	112	5,513	1	2,361	2,831	319
<b>Total—</b>						
Boys . . . . .	1,132	30,253	1,660	19,083	6,930	2,450
Girls . . . . .	225	11,835	17	6,929	4,372	517
<b>GRAND TOTAL</b>	<b>1,357</b>	<b>42,088</b>	<b>1,677</b>	<b>26,012</b>	<b>11,302</b>	<b>3,007</b>



TABLE VIII.

*Boarding-houses for the official year 1897-98.*

EXPENDITURE FROM				Total expenditure.	
Provincial Revenues.	Local or Municipal Funds.	Subscriptions and endow- ments.	Fees.		
₹	₹	₹	₹	₹	
Managed by Government—					
21,572	7,100	1,12,098	59,657	2,50,427	Boys.
27,230	...	51,312	6,028	74,570	Girls.
Managed by Local or Municipal Boards—					
42	34,314	2,485	7,709	44,550	Boys.
...	...	...	...	...	Girls.
Aided by Government or Local or Municipal Boards—					
35,248	11,370	1,51,573	2,97,358	4,95,549	Boys.
25,781	1,898	1,82,783	2,19,564	4,30,026	Girls.
Unaided—					
...	...	1,84,838	1,77,397	3,62,235	Boys.
...	...	1,66,984	41,313	2,08,297	Girls.
Total—					
1,07,862	52,784	4,50,994	5,48,121	11,53,761	Boys.
13,011	1,898	3,95,079	2,67,905	7,07,893	Girls.
1,36,873	54,682	8,46,073	8,16,026	18,61,654	GRAND TOTAL.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

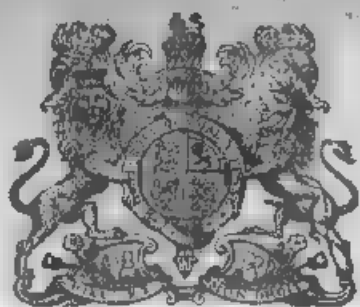
*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
(In thousands of Rupees)

	IN THE TEN MONTHS, APRIL TO JANUARY, OF									
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores	1,95	2,36	2,71	2,66	2,89	2,76	2,76	3,11	3,13	2,28
Liquors:										
Spirit	40,36	44,80	42,57	44,38	42,94	45,74	48,63	48,63	49,62	52,41
Other liquors	5,52	5,85	5,80	5,35	5,61	5,22	5,88	5,39	4,96	5,41
Apparel, including haberdashery and millinery	—	—	—	—	—	6,85	6,08	5,96	4,68	5,40
Chemical products and preparations	—	—	—	—	—	2,18	2,24	1,82	2,21	2,20
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	1,53	10,93	—	—	—
Piece goods, grey	—	—	—	—	—	7,97	51,92	43,01	36,26	38,33
" white	—	—	—	—	—	3,28	17,97	16,96	14,67	14,02
" coloured	—	—	—	—	—	8,24	19,47	17,39	11,41	15,06
Other goods	—	—	—	—	—	39	2,52	1,84	1,46	1,53
Drugs, medicines, and narcotics	—	—	—	—	—	2,91	2,83	2,85	3,23	3,12
Dyeing and tanning materials	—	—	—	—	—	2,59	3,31	3,05	3,49	3,56
Glass and glassware	—	—	—	—	—	8,63	3,00	3,10	2,34	2,64
Hardware and cutlery	—	—	—	—	—	6,10	5,92	6,37	6,09	6,08
Metals:										
Copper	—	—	—	—	—	3,06	7,38	4,23	5,49	4,49
Iron and steel	—	—	—	—	—	2,25	3,26	3,24	3,44	2,83
Silver	—	—	—	—	—	28,61	26,53	26,67	35,44	26,56
Tin	—	—	—	—	—	1,41	1,43	1,70	94	75
Other metals	—	—	—	—	—	4,27	1,95	1,81	2,33	2,22
Oils; Petroleum	13,12	12,82	14,29	14,74	17,41	23,83	35,50	34,97	40,52	37,10
Paints and colours	—	—	—	—	—	1,31	1,50	1,44	1,37	1,51
Paper	—	—	—	—	—	1,57	2,95	1,98	1,50	1,86
Provisions	—	—	—	—	—	4,75	8,61	7,64	8,39	7,26
Silk, raw and manufactured	—	—	—	—	—	10,40	12,30	10,06	8,19	8,77
Spices	—	—	—	—	—	3,31	2,97	2,93	3,60	4,04
Stationery	—	—	—	—	—	1,24	1,22	1,28	1,02	1,05
Sugar	—	—	—	—	—	10,78	12,61	13,06	18,91	16,24
Tea	—	—	—	—	—	2,91	2,01	2,44	93	85
Umbrellas	—	—	4	—	—	1,39	1,38	1,25	1,33	98
Wood and timber	—	—	—	—	—	91	1,30	1,09	95	66
Woolen goods	—	—	—	—	—	7,11	6,61	7,77	4,93	6,63
Imports by post	1	1	1	1	1	1,19	1,27	1,24	1,26	1,47
All other articles	3	3	3	3	24	19,98	20,22	19,50	20,67	19,94
<b>Total</b>	<b>60,99</b>	<b>65,87</b>	<b>65,31</b>	<b>67,37</b>	<b>69,10</b>	<b>222,61</b>	<b>333,50</b>	<b>303,26</b>	<b>304,28</b>	<b>298,93</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour	47,04	62,03	54,87	44,84	45,41	63,07	60,03	49,73	43,14	70,64
<b>TOTAL GROSS REVENUE</b>	<b>1,08,03</b>	<b>1,27,90</b>	<b>1,20,18</b>	<b>1,12,21</b>	<b>1,14,51</b>	<b>2,85,68</b>	<b>393,59</b>	<b>352,99</b>	<b>347,42</b>	<b>369,57</b>
<b>TOTAL NET REVENUE</b>	<b>1,05,45</b>	<b>1,24,65</b>	<b>1,16,63</b>	<b>1,09,28</b>	<b>1,11,23</b>	<b>2,79,36</b>	<b>3,84,74</b>	<b>3,43,43</b>	<b>3,40,78</b>	<b>3,62,86</b>
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal	19,75	21,52	22,08	23,50	24,18	64,90	1,26,45	1,18,51	1,05,08	1,11,01
Import	—	—	—	—	—	—	—	—	—	—
Export	11,10	15,34	15,62	13,74	13,11	14,68	16,03	10,18	8,89	16,39
Bombay	16,07	18,44	18,05	18,80	21,03	1,04,32	1,27,09	1,20,11	1,22,63	1,14,86
Import	—	—	—	—	—	—	—	—	—	—
Export	1,73	1,43	1,73	1,91	1,65	3,07	2,36	2,25	2,41	3,16
Sind	5,29	6,25	5,97	5,60	5,32	11,84	17,81	19,39	19,44	26,44
Import	—	—	—	—	—	—	—	—	—	—
Export	55	67	61	65	48	62	55	45	62	1,28
Madras	9,31	10,35	9,36	9,09	9,20	21,14	29,64	23,40	27,21	23,89
Import	—	—	—	—	—	—	—	—	—	—
Export	5,44	3,81	2,97	3,45	4,08	5,81	3,95	7,38	8,47	4,07
Burma	8,85	7,69	7,92	8,53	7,21	15,37	24,95	20,64	24,22	25,89
Import	—	—	—	—	—	—	—	—	—	—
Export	27,36	39,15	32,82	24,01	24,97	37,61	35,91	28,12	21,79	43,03

FINANCE AND COMMERCE DEPARTMENT  
February 21, 1899.

H. H. RISLEY,  
Offg. Secretary to the Government of India.





SUPPLEMENT TO  
**The Gazette of India.**

No. 9.]

CALCUTTA, SATURDAY, MARCH 4, 1899.

**OFFICIAL PAPERS.**

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, February 18th, 1899.**

During the greater part of the week under review the ordinary cold weather conditions of pressure and circulation of the winds have obtained over India accompanied generally with fine and bright weather. These settled conditions were disturbed on three occasions during the week under review. Thus during the 24 hours ending at 8 A.M., on the 12th, numerous thundershowers were experienced over Bengal, Assam, Bihar and Chota Nagpur, then on the 14th, a slight storm was shown over Sind, and light to moderate rain was falling in Baluchistan and showers in the West Punjab. On the following day the 15th, a double disturbance was shown over North-Western India, and rain had been received in Baluchistan and the North and West Punjab and snow in Kashmir. By the morning of the 16th, the disturbed weather had passed away and fine weather prevailed till the 18th, when again a feeble disturbance appeared over the North-Western Frontier and the sky clouded over. During the greater part of the week the heat was greater than usual over a large part of the country, the excess being most marked over the North-Western Provinces, the Punjab, Sind, the Central Provinces and Berar. In South India the weather during the week was slightly cooler than usual.

**Daily Summary.**—*Sunday, February 12th.*—The barometer had fallen over the West Punjab and Baluchistan and Upper Burma, and had risen at several central stations but elsewhere the changes had been unimportant. The



pressure conditions were approximately normal except that the barometer read somewhat lower than usual over Burma. The winds blew from the usual cold weather directions except in Bengal, where they were more than ordinarily variable. The skies were thickly clouded over North-Eastern India, where a series of thunderstorms had occasioned light to heavy fairly general rain, showers were at the same time reported from one or two stations in Persia and the North-Western Himalayas. The heat had been excessive over Burma, Bengal, the Indus Valley and Bombay, and had been nearly normal elsewhere.

*Monday, February 13th.*—The barometer had fallen over most parts of India, more particularly in the North-West and a feeble low pressure area has entered upper Sind. This was the only change of importance. The depression had drawn the wind into South-East in Baluchistan, but elsewhere the usual cold weather winds were reported. The skies had cleared over North-Eastern India, the showers had again been received over parts of Burma. On the other hand, cloud has increased over North-Western India, Kashmir and Baluchistan. The air was exceedingly dry over parts of Rajputana and North Bombay. The heat was much greater than usual over the depression area in upper Sind, and slightly greater than usual over Rajputana and Bombay. On the other hand the weather was cool over Bengal and Assam.

*Tuesday, February 14th.*—Pressure had again given way over nearly the whole of India. The change had been brisk to rapid in the North-West and the depression in Sind had intensified considerably. Hence humidity and the cloudiness of the sky had increased in the North-West, and rain had fallen in Baluchistan and the West Punjab while the winds had assumed cyclonic directions. In other parts of India except the North-West, the weather was quiet and fine. The heat was greater than usual except over North-Eastern India and Burma. The temperature excess was, as is usual under these conditions, greatest within the depression area in the North-West and amounted to  $8^{\circ}$  at Mooltan and Bikaner. The previous night had been very warm throughout North-Western India.

*Wednesday, February 15th.*—Pressure had increased over Rajputana, North Bombay and the greater part of the Peninsula but had continued to decrease elsewhere. The Sind depression had drifted eastward and was shown between Agra and Jhansi, while a shallow secondary depression had been developed in the North Punjab. The north-west of India was thus under the influence of a double disturbance, so that rain had fallen in Baluchistan and the North and West Punjab, and snow in Kashmir where the air was damper and the sky cloudy. In other parts of India the weather was quiet and settled, and the winds light and variable. The heat was very excessive over the central north-west divisions of India the excess having been over  $10^{\circ}$  at Sirsa and  $9^{\circ}$  at Sambhar. In Burma and the south of the Peninsula the weather was cooler than usual.

*Thursday, February 16th.*—The barometer had fallen rapidly in Bengal and risen rapidly in North-Western India. The double disturbance over North-Western India had filled up, and a large high pressure area occupied that region while the lowest pressure were reported from Bengal. The weather had consequently cleared in upper India, and the irregular cyclonic winds had given way to the usual north-west and north-east winds of the cold weather. In Bengal south-west winds were blowing in from the Bay and the sky was cloudy over Bengal and Assam. Temperature had fallen more or less rapidly over North-Western India, and the area of excessive heat had moved eastward and was shown over the North-Western Provinces where the mean temperature was over  $6^{\circ}$  higher than usual. In the North Punjab, North Bombay and the west and south of the Peninsula and in Burma the weather was cooler than the normal.

*Friday, February 17th.*—The barometer had fallen over the Indus Valley but had risen elsewhere most so in Bengal. Pressure was high in the North-West and low over the Bay, and the winds blew from the usual cold weather directions. The sky was practically clear of cloud except in parts of North-Eastern India and of the Peninsula, and the only rainfall recorded was a few drops in parts of Assam, Burma and Malabar. The heat was less than usual over Rajputana, North Bombay, the west and south of the Peninsula and Tenasserim but



exceeded the normal elsewhere. The largest opposite variations from the normal were  $+8^{\circ}0$  at Barisal and  $-5^{\circ}2$  at Rajkot.

*Saturday, February 18th.*—The barometer had fallen almost everywhere, and a trifling depression had entered Sind from the westward. Pressure was high in Rajputana and low near Jacobabad, near Darbhanga, and near Gopalpur. The winds were feebly cyclonic in North-Western India but blew from the normal directions elsewhere. The only rainfall had been a trifling shower at Sibsagar. The weather remained cool over Rajputana, North Bombay, the west and south of the Peninsula and Tenasserim and hotter than usual elsewhere. The principal variations were  $+6^{\circ}8$  at Sialkot,  $-4^{\circ}3$  at Rajkot and  $-5^{\circ}2$  at Tavoy.

**Temperature.**—The principal feature in the temperature conditions of the week has been the progress eastward across Northern India of a well marked wave of heat. On the 12th the crest of the wave lay over Quetta ( $+6^{\circ}2$ ) and Jacobabad ( $+5^{\circ}0$ ); on the 13th over Mooltan ( $+7^{\circ}5$ ) and Jacobabad ( $+7^{\circ}4$ ); on the 14th over Mooltan ( $+8^{\circ}3$ ) and Bickaneer ( $+8^{\circ}1$ ); on the 15th over Sirsa ( $+10^{\circ}2$ ) and Sambhar ( $+9^{\circ}8$ ); on the 16th over Bareilly ( $+6^{\circ}7$ ) and Sutna ( $+6^{\circ}8$ ) and on the 17th and 18th over the Central Provinces and the North Madras Coast. The cold wave succeeding this wave of heat was neither well marked nor extensive, and hence the mean temperature of the whole country for the week has been above the normal.

The following table gives the temperature variation data for the week:—

Province.	February 1899.							Mean variation of week.
	12th	13th	14th	15th	16th	17th	18th	
Burma	+1.2	+0.3	-1.2	-2.3	-1.5	+0.1	+0.5	-0.4
Assam	+2.4	-3.1	-2.6	-0.2	+1.6	+2.9	+2.7	+0.5
Bengal	+2.4	-1.9	-0.7	+0.4	+2.6	+3.7	+2.3	+1.3
Orissa	+1.3	-0.8	-1.6	+1.4	+3.5	+5.3	+3.6	+1.8
Bihar	+3.0	-1.8	+0.3	+1.8	+2.3	+2.8	+1.5	+1.4
Chota Nagpur	+2.8	-2.8	-0.2	+0.5	+5.2	+4.5	+1.4	+1.6
North-Western Provinces and Oudh	+0.4	+0.1	+1.2	+4.6	+5.0	+2.8	+2.3	+2.3
Punjab	+2.0	+1.4	+4.6	+4.5	+0.8	+2.6	+5.1	+3.0
Sind	+4.4	+4.1	+4.9	+3.1	-1.1	-1.3	+2.7	+2.4
Rajputana	+0.6	+1.8	+4.1	+6.9	-0.5	-0.5	+0.1	+1.8
Gujarat	+2.5	+2.8	+3.9	-0.6	-3.6	-3.8	-3.0	-0.3
Central India	+0.2	-0.4	+1.6	+5.5	+3.6	+0.3	-1.5	+1.3
Central Provinces	+0.5	-1.4	+1.4	+4.6	+4.4	+3.5	+2.6	+2.2
Berar	+0.4	-0.9	+1.4	+5.4	+4.1	+2.8	+1.8	+2.1
West Coast	+0.9	-0.2	+0.5	+0.2	-1.1	-1.2	-1.6	-0.4
Bombay Deccan	+1.6	+2.0	+1.9	+1.7	+0.2	+0.3	-1.7	+0.9
Mysore	-1.0	-1.0	+0.7	-0.2	-0.5	+1.4	+2.1	+0.2
Madras Coast	-0.8	+0.1	+1.4	-0.6	-0.8	-0.4	+1.3	0
Madras Deccan	-0.1	+0.9	+1.6	+2.0	+1.7	+3.0	+2.8	+1.7
South India	-0.3	-0.8	-1.4	-2.2	-2.7	-2.0	+0.2	-1.3
Mean for whole of India	+1.2	-0.1	+1.1	+1.8	+1.2	+1.3	+1.3	+1.1

The above shows that the heat was about normal on the 13th but was above the normal on all other days. The provincial variations exhibit a deficiency of temperature in South India, an excess in Bengal, Orissa, Bihar, Chota Nagpur, the North-Western Provinces, the Punjab, Sind, Rajputana, Central India, the Central Provinces, Berar and the Madras Deccan, and about normal conditions elsewhere.

**Rainfall.**—The rainfall during the week under review has been confined wholly to the more northern districts, and has fallen principally over the Punjab on the one hand and over Bengal and Assam on the other. The former was



attributable to, and fell during the existence of, a moderate double disturbance which affected the weather in North-Western India between the 14th and 16th of February when rainfall varying in amount from a few cents to 2 inches in 24 hours was received over Baluchistan, the North and West Punjab, and Kashmir. The latter fall of rain, *i.e.*, that in Bengal and Assam was due to a feeble disturbance which was transferred eastward from the North-Western Provinces to Bengal, Assam and Upper Burma on the first day of the week, and which occasioned numerous showers in Bengal, Assam, Bihar and Chota Nagpur on the 12th, and to Assam and Upper Burma on the 13th. The very light rainfall reported from some districts of the North-Western Provinces was also probably attributable to this disturbance. The rainfall table at the close of the summary shows that during the week under review effective rain, *i.e.*, rainfall averaging one-tenth of an inch or over was received in fifteen of the rainfall divisions, *viz.*, all the Assam divisions, East Bengal, Deltaic Bengal, Central Bengal, North Bengal, the Bengal Hills, both the Bihar divisions, the Central Punjab, the Punjab Hills, the North Punjab, the West Punjab, and the Baluchistan Hills. In all the remaining divisions of India the rainfall of the week was either actually or practically *nil*. The third column of the table shows that during the week there was a trifling excess of rainfall in the case of Upper Burma, Baluchistan and the West Punjab, and a moderate excess in the case of the Assam Valley and the North Punjab, but that in all other divisions the rainfall was short of the normal.

The three concluding columns of the table show that from the 1st of January to date the rainfall has been 20% or more in excess of the normal in Central Bengal, the Bengal Hills, South and North Bihar, the east of the North-Western Provinces, the East Submontane division of the North-Western Provinces, Malabar, South Central Madras, Coorg and South Madras, but that in all the remaining divisions the seasonal rainfall has been normal or in defect. Over a considerable part of Burma and of the Peninsula no rain whatever has fallen.

The more noteworthy totals recorded during the week at individual rain-gauge stations were as follows:—

	Inches.
Assam—Goalpara . . . . .	1.61
Gaubati . . . . .	1.32
Jorhat (Sibsagar) . . . . .	1.27
Bengal—Bogra . . . . .	1.31
Punjab—Patampur . . . . .	1.03
Murree . . . . .	2.40
Hangu . . . . .	1.76
Isa Khel . . . . .	1.67
Shek Budin . . . . .	2.00



PROVINCE.	Division.	RAINFALL DATA FOR WEEK ENDING 18TH FEBRUARY, 1899.			RAINFALL DATA FROM JANUARY 1ST TO FEBRUARY 18TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA.	1. Tenasserim . . .	0	0	0	0	0'07	— 100
	2. Lower Burma Deltaic . .	0	0	0	0	0'28	— 100
	3. Central do. . .	0	0'02	—0'02	0	0'17	— 100
	4. Upper do. . .	0'09	0'03	+0'06	0'21	0'21	0
	5. Arakan . . .	0	0	0	0	0'12	— 100
BENGAL AND ASSAM	6. Eastern Bengal . . .	0'32	0'41	—0'09	1'63	1'38	+ 18
	7. Assam Surma . . .	0'32	0'63	—0'36	1'28	1'65	— 31
	8. Do. Hills . . .	0'25	0'51	—0'26	1'17	1'74	— 33
	9. Do. Brahmaputra . . .	0'93	0'37	+0'56	1'87	1'78	+ 5
	10. Deltaic Bengal . . .	0'17	0'36	—0'19	1'07	1'39	— 23
	11. Central do. . .	0'27	0'35	—0'08	2'07	1'70	+ 88
	12. North do. . .	0'16	0'23	—0'07	0'89	0'87	+ 2
	13. Bengal Hills . . .	0'17	0'18	—0'01	1'81	1'33	+ 30
	14. Orissa . . .	0	0'30	—0'30	0'08	1'01	— 92
	15. Chota Nagpur . . .	0'02	0'23	—0'21	1'32	1'33	— 1
NORTH-WESTERN PROVINCES AND ODISHA.	16. South Bihar . . .	0'15	0'17	—0'02	2'41	1'06	+ 127
	17. North do. . .	0'17	0'21	—0'04	1'47	1'03	+ 43
	18. North-Western Provin- ces East . . .	0'04	0'09	—0'05	1'20	0'95	+ 26
	19. South Oudh . . .	0'04	0'10	—0'06	1'05	0'95	+ 11
	20. North do. . .	0'06	0'15	—0'09	1'05	1'11	— 5
	21. North-Western Provin- ces Central . . .	0	0'07	—0'07	0'38	0'74	— 49
	22. North-Western Provin- ces West . . .	0'01	0'13	—0'12	0'18	0'87	— 79
	23. North-Western Provin- ces East Submon- tane . . .	0'07	0'11	—0'04	1'13	0'88	+ 28
	24. North-Western Provin- ces West Submon- tane . . .	0	0'36	—0'36	1'04	2'19	— 53
	25. North-Western Provin- ces Hills . . .	0'08	0'80	—0'72	2'62	4'13	— 37
PUNJAB	26. South-East Punjab . .	0'02	0'16	—0'14	0'20	1'08	— 81
	27. South do. . .	0'01	0'14	—0'13	0'02	0'99	— 98
	28. Central do. . .	0'15	0'23	—0'08	4'63	1'89	+ 67
	29. Punjab Submontane . .	0'07	0'34	—0'27	1'30	2'37	— 66
	30. Do. Hills . . .	0'26	0'72	—0'46	3'38	4'87	— 31
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS)	31. North Punjab . . .	1'08	0'40	+0'68	1'40	2'82	— 0
	32. West do. . .	0'15	0'10	+0'05	0'52	0'74	— 30
	33. Malabar . . .	0	0'06	—0'06	0'78	0'45	+ 73
	34. Madras South-Central .	0	0'03	—0'03	0'58	0'34	+ 71
	35. Coorg . . .	0	0'01	—0'01	0'07	0'34	+ 97
	36. Mysore . . .	0	0	0	0'04	0'08	— 50
	37. Konkan . . .	0	0	0	0	0'12	— 100
	38. Bombay Deccan . . .	0	0	0	0	0'07	— 100
	39. Hyderabad North . .	0	0	0	0	0	—
	40. Khandesh . . .	0	0'02	—0'02	0'01	0'13	— 92
CENTRAL PROV- INCES AND BERAR	41. Berar . . .	0	0'11	—0'11	0'20	0'44	— 41
	42. Central Provinces West . . .	0	0'02	—0'02	0'24	0'61	— 61
	43. Central Provinces Cen- tral . . .	0	0'06	—0'06	0'34	0'77	— 56
	44. Central Provinces East .	0'03	0'10	—0'07	0'27	0'75	— 64
	45. Gujarat . . .	0	0	0	0	0'07	— 100
BOMBAY (NORTH)	46. Kathiawar . . .	0	0'03	—0'03	0	0'10	— 100
	47. Sind . . .	0	0'03	—0'03	0'01	0'50	— 98
	48. Baluchistan Hills . .	0'56	0'48	+0'08	2'01	3'43	— 49
	49. Central India East . .	0	0'05	—0'05	0'30	0'54	— 63
RAJPUTANA AND CENTRAL INDIA.	50. Rajputana East, Cen- tral India West . . .	0	0'01	—0'01	0'01	0'26	— 96
	51. West Rajputana . . .	0	0'03	—0'03	0	0'37	— 100
	52. East Coast North . .	0	0'16	—0'16	0'04	0'41	— 90
MADRAS	53. A. Do. do. (a) . . .	0	0	0	0	0'09	— 100
	53. Hyderabad South . .	0	0'02	—0'02	0	0'24	— 100
	54. Madras Central . . .	0	0	0	0	0'06	— 100
	55. East Coast Central . .	0	0'03	—0'03	0'01	0'47	— 98
	56. Do. South . . .	0	0'03	—0'03	0'37	0'50	— 55
	57. Madras South . . .	0	0'09	—0'09	1'31	0'99	+ 32

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 23rd February 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 25th February.*—No rain fell during the week except slight showers in the Circars. The water-supply is generally sufficient. Some sowings are being made. The standing crops are generally in fair condition. The harvest is yielding a fair to normal outturn. Pasturage is scarce, but fodder is generally sufficient. Prices have risen slightly in parts.

**Bombay.**—*For week ending 1st March.*—The standing crops have been damaged by frost, rats or white ants in parts of Sind. American cotton has been blighted in two talukas of Dharwar. Harvesting of the late crops is progressing generally and preparations for next season are being made in eight districts. Cotton-picking continues in parts of Guzerat and Kathiawar. Fodder is sufficient and agricultural stock is healthy. Prices have risen in five and fallen in six districts.

**Bengal.**—*For week ending 27th February.*—The weather during the week was unsettled, and rain is reported to have fallen in some parts of Lower Bengal. The general agricultural prospects are favourable. The spring harvest is proceeding. Poppy is in flower, and in some places lancing and collection operations have begun. Transplanting of spring rice is still going on, and ploughing for autumn rice and jute is in progress. Cattle are generally in good condition. The fodder-supply is generally sufficient. The price of common rice shows a slight rise in some districts, but is generally stationary.

**North-Western Provinces and Oudh.**—*For week ending 1st March.*—Showers are reported from a few districts, otherwise the weather has been clear. The standing crops are in good condition. Irrigation continues where necessary. Sugarcane is being pressed. The earlier sown crops are ripening and harvesting has begun in parts. Prospects are good. Markets are well stocked and fodder is sufficient. Prices are rising in a few districts but are otherwise stationary or falling.

**Punjab.**—*For week ending 1st March.*—Slight showers fell during the week in parts of the Hissar, Delhi, Sialkot and Rawalpindi districts. Rain is badly wanted in most districts. Ploughing for the extra spring crops continues. The standing crops on irrigated areas promise well, but prospects are only average on irrigated and below average on unirrigated lands. In Delhi the unirrigated crops are failing from drought. The rapeseed, barley and gram crops are being damaged by caterpillars in parts of Ferozepore and the standing crops by rats in parts of Umballa. Cattle are generally in good condition. Fodder is scarce in Delhi, Umballa, Lahore, Shahpur and Dera Ismail Khan, but is sufficient elsewhere. Prices, especially of wheat, are rising in Hissar, Delhi, Umballa, Sialkot and Peshawar, falling in Shahpur, but are unchanged elsewhere. Wheat is selling from 15½ to 20½, gram 18½ to 25, barley 29, bulrush millet 19 to 24½, maize 25 to 34, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 28th February.*—The weather is clear. The nights and mornings are still cool, but the days are growing warm. The threshing of the autumn crops has almost been completed and the pressing of sugarcane continues. The reaping of the spring crops is in full swing. The estimated outturn is 60 in Betul and Bhandara, and 90 to 105 in Mandla. In the northern half of Damoh crop prospects are gloomy. The demand for agricultural labour is improving in the Khurai tahsil of the Saugor district.



Recent showers have enabled the ploughing of fields for monsoon sowings to be commenced in Mandla. In Bilaspur a good deal of field embankment is being effected. The cheapest prices are—wheat 19½, gram 30, rice 22 and *juar* 27 seers per rupee. The dearest prices are—wheat 14, gram 16, rice 11½ and *juar* 20 seers per rupee. Wheat is selling dearer than usual in Damoh, Hoshangabad, Betul and the Nagpur country.

**Burma.**—*For week ending 25th February.*—In Lower Burma threshing has been completed except in one or two districts. In Upper Burma sowing of the dry weather crops continues, harvesting of the pea and other miscellaneous crops has begun and ploughing for early wet weather paddy is progressing in Mandalay and Shwebo. Crop prospects continue unchanged. The price of paddy has fallen slightly in Rangoon and Thayetmyo and has risen in Tharrawaddy, Prome, Thongwa, Henzada, Thaton and Amherst.

**Assam.**—*For week ending 28th February.*—Rain fell in all districts except Goalpara. Land is under preparation for summer rice sowings in the Assam Valley districts and for lowland winter rice in Sylhet. Gathering of mustard and pulses, pruning of tea and pressing of sugarcane are in progress. Prospects of the mustard crop are fair and of sugarcane and pulses generally good. Fodder is scarce in the Naga, Khasi and Jaintia Hills and water insufficient in the two latter hill districts. Prices—common rice, Silchar, Sylhet, Dhubri, Gauhati, Tezpur and Nowgong 16, Sibsagar 13 and Lakhimpur 13½ seers per rupee.

**Mysore and Coorg.**—*For week ending 1st March.*—**MYSORE:** Prospects of the crops continue favourable. Paddy has been harvested in parts of Kolar, Tumkur, Mysore and Chitaldrug. Prices have fallen in Kolar, Hassan, Kadur and Shimoga.

**COORG:** The threshing of rice and coffee-picking continue in parts. Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 1st March.*—The weather is warm. Harvesting of the winter crops continues and land is under preparation in all districts except Amraoti, for the ensuing rain crops. The fodder-supply is sufficient but a scarcity of water prevails in parts of three districts. Prices are fluctuating.

**HYDERABAD:** No rain fell during the week. Harvesting of the spring crops is progressing. The standing winter rice crop is in fairly good condition. Prices are falling. Prices—wheat 9½, coarse rice 10½, and *jamari* 22½ seers per current sicca rupee.

**Central India.**—*For week ending 1st March.*—No rain fell during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. Pasturage is sufficient. Prices of food-grains are above normal in Bundelkhand and normal elsewhere. The condition of opium is good in Gwalior, Bhopal and Indore.

**Rajputana.**—*For week ending 1st March.*—Agricultural operations are progressing satisfactorily and the state of the crops is generally good. The spring crops have been damaged by blight and frost in Ajmere-Merwara, Kotah and Kerowlie. Cattle are generally in good condition. A scarcity of fodder prevails in parts of Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypore and Bikanir. Prices are rising in two States, falling in Meywar and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 167 persons emigrated during the week. The total emigration from Merwara up to date amounts to 4,213 persons. 334 persons and 53 cattle have left Marwar for Sindh. The numbers employed on relief works were—243 in Ajmere, 4,278 in Merwara, and 1,036 in Marwar. Prices—Ajmere 19, Beawar 22, and Marwar 15 seers per rupee.



**Kashmir.**—*For week ending 28th February.*—The weather is fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 1st March.*—No rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18 and maize 24 seers per rupee.

**Nepal.**—*For week ending 25th February.*—No rain fell during the week. The wheat crop is in good condition. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR  
ENDING 31st DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.	R a. p.
<b>Burma—</b>						
<i>Tenasserim—</i>						
Mergui . . . . .	15 0 0	15 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Tavoy . . . . .	10 0 0	10 0 0	15 0 0	15 0 0	25 0 0	25 0 0
Moulmein and Amherst . . . . .	17 0 0	17 0 0	12-0 to 15-0	12-0 to 15-0	12-0 to 45-0	12-0 to 45-0
<i>Pegu (deltaic)—</i>						
Pegu . . . . .	12 8 0	12 8 0	15 0 0	15 0 0	30 0 0	30 0 0
Rangoon . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	45 0 0	45 0 0
Thongwa . . . . .	30 0 0	30 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Bassein . . . . .	25 0 0	25 0 0	13 0 0	13 0 0	30 0 0	30 0 0
<i>Pegu (inland)—</i>						
Thurawadi . . . . .	15-0 to 20-0	15-0 to 20-0	12-0 to 15-0	12-0 to 15-0	30-0 to 45-0	30-0 to 45-0
Henzada . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	22 0 0	22 0 0
Prome . . . . .	16 0 0	16 0 0	15 0 0	15 0 0	30 0 0	30 0 0
Toungoo . . . . .	14 0 0	14 0 0	14 0 0	14 0 0	30 0 0	30 0 0
Thayetmyo . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	25 0 0
<i>Upper Burma—</i>						
Mandalay . . . . .	30 0 0	30 0 0	14 0 0	15 0 0	22 0 0	22 0 0
Bamo . . . . .	15 0 0	15 0 0	20-0 to 30-0	20-0 to 30-0	30-0 to 45-0	30-0 to 45-0
Pakokku . . . . .	15 0 0	15 0 0	14 0 0	14 0 0	15 0 0	15 0 0
Meiktila . . . . .	12 0 0	11 0 0	15 0 0	15 0 0	25 0 0	30 0 0
<i>Arakan—</i>						
Sandoway . . . . .	15 0 0	15 0 0	12 0 0	12 0 0	30 0 0	30 0 0
Kyaukpada . . . . .	8-0 to 10-0	8-0 to 10-0	10-0 to 12-0	10-0 to 12-0	30 0 0	30 0 0
Akyab . . . . .	15-0 to 20-0	15-0 to 20-0	10-0 to 12-0	10-0 to 12-0	15-0 to 20-0	15-0 to 20-0
<i>Assam—</i>						
<i>Surma—</i>						
Sylhet . . . . .	8 0 0	8 0 0	7-0 to 9-0	7-0 to 9-0	13-0 to 30-0	13-0 to 30-0
Cachar . . . . .	7 8 0	7 8 0	7 8 0	7 0 0	10-0 to 15-0	15-0 to 16-0
<i>Hill tracts—</i>						
Khasi and Jaintia Hills . . . . .	11-0 to 20-0	11-0 to 22-8	7-0 to 10-0	8-0 to 12-0	12-0 to 60-0	15-0 to 60-0
Garo Hills . . . . .	7 0 0	7 0 0	0-0 to 12-0	0-0 to 12-0	18-0 to 30-0	18-0 to 30-0
Manipur . . . . .	7-0 to 10-0	7-0 to 10-0	8-0 to 10-0	8-0 to 10-0	15-0 to 25-0	15-0 to 25-0
<i>Brahmaputra—</i>						
Goalpara . . . . .	7-8 to 9-8	7-8 to 9-8	8-0 to 10-0	8-0 to 10-0	15-0 to 30-0	15-0 to 30-0
Kamrup . . . . .	12 0 0	10 0 0	15 0 0	12 0 0	35 0 0	35 0 0
Darrang . . . . .	5-0 to 7-8	5-0 to 8-12	8-0 to 10-0	8-0 to 10-0	10-0 to 30-0	10-0 to 30-0
Nowgong . . . . .	9-0 to 14-0	9-0 to 13-0	10-0 to 12-0	10-0 to 12-0	11-0 to 30-0	15-0 to 30-0
Sibsagar . . . . .	6-0 to 15-0	6-0 to 15-0	8-0 to 12-0	8-0 to 12-0	15-0 to 40-0	15-0 to 45-0
Lakhimpur . . . . .	8-0 to 11-0	8-0 to 11-0	10-0 to 14-0	10-0 to 15-0	12-0 to 60-0	12-0 to 60-0
<b>Bengal—</b>						
<i>Eastern hill tracts—</i>						
Naga Hills . . . . .	11-4 to 15-0	11-4 to 15-0	12-0 to 15-0	12-0 to 15-0	21-0 to 50-0	21-0 to 50-0



WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Swee or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R. s. p.	R. s. p.	R. s. p.	R. s. p.	R. s. p.	R. s. p.
<b>Bengal—continued.</b>						
<b>Eastern—</b>						
Backerganj . . . . .	10-0 to 15-0	10-0 to 15-0	8-0 to 10-0	8-0 to 10-0	8-0 to 15-0	8-0 to 15-0
Nonkhali . . . . .	7-0 " 10-0	7 8 0	6-0 " 8-0	7-0 " 8-0	6-0 " 10-0	10-0 " 30-0
Chittagong . . . . .	12-0 " 13-0	9-0 to 10-0	8 0 0	8 0 0	10-0 " 15-0	10-0 " 15-0
Tippura . . . . .	10 0 0	10 0 0	8 0 0	8 0 0	15 0 0	15 0 0
Dacca . . . . .	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	5-0 to 7-0	7-0 to 15-0	10-0 to 15-0
Maimensingh . . . . .	7 8 0	7 0 0	8 0 0	8 0 0	12-0 " 14-0	12-0 " 14-0
<b>Dacca—</b>						
Khulna . . . . .	7-8 to 9-8	7-8 to 9-6	7-0 to 9-0	7-0 to 9-0	10-0 to 30-0	10-0 to 30-0
24 Parganas . . . . .	7 8 0	9 0 0	6-0 " 8-0	7 0 0	12-0 " 18-0	13-0 " 21-8
Midnapur . . . . .	8 0 0	10 0 0	7 0 0	7 8 0	12-0 " 18-0	12-0 " 18-0
Howrah . . . . .	10 0 0	12 0 0	7-0 to 8-0	9-0 to 11-0	15-0 " 20-0	16-0 " 25-0
Calcutta . . . . .	" " "	" " "	8 0 0	8 0 0	18-0 " 20-0	18-0 " 20-0
Hooghly . . . . .	7 15 6	11 4 0	7 0 0	7 0 0	12-8 " 25-0	14-0 " 20-0
Nadia (Krishnagarh) . . . . .	5-0 to 6-0	7 8 0	6 0 0	6 0 0	10-0 " 12-0	10-0 " 15-0
Tessore . . . . .	6-0 " 7-8	9-6 to 10-6	6-0 to 8-0	7-0 to 8-0	10-0 " 15-0	15-0 " 18-0
Faridpur . . . . .	8-0 " 12-0	8-0 " 12-0	7-0 " 10-0	7-0 " 10-0	8-0 " 20-0	8-0 " 20-0
<b>Central—</b>						
Bankura . . . . .	6-0 to 7-0	6-0 to 7-0	5 0 0	5 0 0	8-0 to 9-0	8-0 to 9-0
Bardwan . . . . .	7 0 0	8 0 0	5 0 0	6 4 0	12-0 " 20-0	13-4 " 15-0
Birbhum . . . . .	6-0 to 7-8	6-0 to 7-8	4-0 to 6-0	4-0 to 6-0	7-8 " 12-0	7-8 " 12-0
Murshidabad . . . . .	6 0 0	4 0 0	5-0 to 6-0	5-0 to 6-0	7-8 " 12-0	12-0 " 14-0
Santhal Parganas . . . . .	3-12 to 4-0	3-12 to 4-12	5-0 to 6-0	5-0 to 6-0	7-8 " 15-0	9-6 " 15-0
Pabna . . . . .	5-0 " 7-0	5-0 " 7-8	6-0 " 8-0	6-0 " 8-0	7-0 " 20-0	7-0 " 20-0
Bogra . . . . .	7 8 0	7 8 0	5-0 " 7-0	5-0 " 8-0	10-0 " 20-0	10-0 " 20-0
Rajshahi . . . . .	5-0 to 7-0	3-0 to 7-8	4-0 " 6-0	4-0 " 7-0	7-8 " 16-0	5-0 " 20-0
Malda . . . . .	7 0 0	6 0 0	6 0 0	6 0 0	12-0 " 15-0	10-0 " 15-0
<b>Northern—</b>						
Rangpur . . . . .	7 8 0	7 8 0	7 0 0	7 8 0	15-0 to 30-0	15 0 0
Dinajpur . . . . .	7 8 0	7 0 0	6-0 to 8-0	6 0 0	10-0 " 20-0	10-0 to 25-0
Jalpaiguri . . . . .	7 8 0	7 8 0	8 0 0	8 0 0	15-0 " 20-0	15-0 " 20-0
<b>Hills—</b>						
Darjeeling . . . . .	3-0 to 5-0	3-0 to 5-0	7-0 to 10-0	8-0 to 10-0	10-0 to 25-0	12-0 to 30-0
<b>Orissa—</b>						
Puri . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	9-0 to 11-0	9-0 to 11-0
Cuttack . . . . .	5 10 0	5 10 0	5 0 0	5 0 0	7-8 " 11-4	7-8 " 12-18
Balasore . . . . .	5-0 to 6-9	5-10 to 6-9	4-0 to 6-0	4-0 to 7-0	9-6 " 15-0	9-6 " 15-0
<b>Chota-Nagpur—</b>						
Singbhum . . . . .	4 0 0	4 0 0	7 0 0	7 0 0	7 8 0	12 0 0
Manbhum . . . . .	4 11 0	4 11 0	5 8 0	6 0 0	10-8 to 11-4	11-4 to 15-0
Lohardaga . . . . .	3 0 0	3 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Palamau . . . . .	6 1 6	6 1 6	4-0 to 5-0	4-0 to 5-0	7-8 to 9-6	7-8 to 9-6
Hazaribagh . . . . .	4-0 to 6-0	4-0 to 6-0	5-0 " 7-0	5-0 " 7-0	6-8 " 9-0	6-8 " 9-0
<b>Bihar, South—</b>						
Monghyr . . . . .	4 0 0	4 0 0	4 0 0	4-0 to 6-0	8-0 to 10-0	6-0 to 10-0
Gaya . . . . .	5-10 to 6-0	5-0 to 6-0	3-8 to 4-8	3-8 " 4-8	6-0 " 10-0	6-0 " 10-0
Patna . . . . .	4-0 " 5-0	4-0 " 5-0	4-8 " 5-0	4-8 " 5-0	6-0 " 7-0	6-0 " 7-0
Shahabad . . . . .	3 12 0	3 12 0	5 0 0	5-8 " 6-0	5-8 " 10-0	5-8 " 10-0
<b>Bihar, North—</b>						
Parnea . . . . .	4-11 to 7-8	4-11 to 7-8	4-0 to 6-0	4-0 to 6-0	12-0 to 15-0	12-0 to 15-0
Bhagalpur . . . . .	5 0 0	6 8 0	5 0 0	5 0 0	6 0 0	6-0 " 10-0
Qarbhanga . . . . .	3 12 0	3 12 0	3-0 to 4-0	3-0 to 4-0	3-12 to 9-0	3-12 " 9-0
Muzaffarpur . . . . .	3 0 0	3 0 0	4 0 0	4 0 0	7-0 " 8-0	7-0 " 8-0
Saran . . . . .	3-12 to 5-10	3-12 to 4-11	4-0 to 8-0	4-0 to 8-0	7-8 " 10-0	7-8 " 10-0
Champaran . . . . .	4 0 0	4 0 0	4 0 0	4 0 0	6 0 0	7 0 0



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DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Sycor or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R s. p.	R s. p.	R s. p.	R s. p.	R s. p.	R s. p.
<b>N.-W. Provinces—</b>						
<i>Eastern—</i>						
Mirzapur . . . . .	4 0 0	4 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Benares . . . . .	3 12 0	3 12 0	3 8 0	3 8 0	5 10 0	5 10 0
Ghazipur . . . . .	3 0 0	3 0 0	4 0 0	4 0 0	7 8 0	7 8 0
Jaunpur . . . . .	3 8 0	3 8 0	4 0 0	4 0 0	7 8 0	7 8 0
Allahabad . . . . .	3 3 0	3 1 9	3 13 4	3 12 10	7 1 2	7 0 8
<i>Central—</i>						
Banda . . . . .	3 0 0	3 0 0	4 0 0	4 0 0	7 0 0	8 0 0
Patehpur . . . . .	2 15 8	3 1 6	4 0 0	4 0 0	5 10 to 7-6	5 10 to 7-6
Hamirpur . . . . .	3 4 0	3 2 0	4 3 0	4 1 0	6 14 0	6 6 0
Jalaun . . . . .	3 5 8	3 5 8	4 8 0	4 8 0	7 0 0	7 0 0
Cawnpore . . . . .	4-0 & 5-0	3-7 & 5-0	5-0 & 6-0	4-5 to 6-0	7-8 & 9-6	7-8 & 9-6
Jhansi . . . . .	3 8 0	3 7 0	5 0 0	5 0 0	8 3 0	8 0 0
Etawah . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Farukhabad . . . . .	4-0 to 4-6	3-8 to 4-0	4-8 to 5-0	4-0 to 5-0	8-0 to 8-4	8-0 to 8-4
Mainpuri . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	8 0 0	8 0 0
Kith . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	9-0 & 10-5	9-0 to 10-8
<i>Western—</i>						
Meerut . . . . .	4 8 0	4 8 0	4 9 4	4 10 8	10 8 0	10 8 0
Agra . . . . .	4-0 to 3-0	4-0 to 5-0	3-0 to 6-0	5-0 to 6-0	8-0 to 10-0	8-0 to 10-0
Muttra . . . . .	5 10 0	5 10 0	5 0 0	5 0 0	9 4 0	9 4 0
Aligarh . . . . .	4-0 & 5-0	4-0 & 5-0	5 0 0	5 0 0	10-0 to 15-0	10-0 to 15-0
Bulandshahr . . . . .	4-0 " 5-0	5 0 0	4-0 & 5-0	5 0 0	8-0 & 10-0	10 0 0
<i>Submontane, East—</i>						
Ballia . . . . .	3 13 0	3 12 0	4 0 0	4 0 0	7 8 0	7 8 0
Azamgarh . . . . .	3 0 0	3 13 11	3 15 0	3 14 11	7 0 0	6 9 6
Gorakhpur . . . . .	3 2 11	3 8 11	3-0 & 3-12	3-0 & 3-12	7-3 to 7-10-5	7-3 to 7-10-5
Hami . . . . .	3 12 0	3 12 0	4-0 to 5-0	4-0 to 5-0	8-0 " 12-0	8-0 to 12-0
<i>Submontane, West—</i>						
Shahjahanpur . . . . .	2-0 to 3-0	2-0 to 3-0	3-8 to 6-0	3-8 to 6-0	7-0 to 10-0	7-0 to 10-0
Budaun . . . . .	3 4 0	3 8 0	4 0 0	4 0 0	7 8 0	7 8 0
Pilibhit . . . . .	3 8 0	3 18 0	3 12 0	4 0 0	8 2 0	8 0 0
Bareilly . . . . .	3 3 3	3 4 5	4 12 3	4 9 0	7 10 4	8 0 0
Moradabad . . . . .	5 0 0	5 0 0	5 4 0	5 4 0	10 0 0	10 0 0
Bijnor . . . . .	2-2 to 5-0	3-0 to 5-0	5 0 0	5 0 0	7-8 to 9-6	8-0 to 9-12
Muzaffarnagar . . . . .	4-0 " 4-8	4-0 & 4-8	4-0 & 5-0	4-0 & 5-0	11-0 & 12-0	11-0 & 12-0
Saharanpur . . . . .	5-0 " 6-0	5 0 0	5-0 " 6-0	5-0 " 6-0	10-0 " 12-0	10-0 " 12-0
Dehra-Dun . . . . .	6-0 to 7-0	6-0 to 7-0	5-0 to 7-0	5-0 to 7-0	12-0 to 15-0	12-0 to 15-0
<i>Hills—</i>						
Naini Tal . . . . .	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Almora . . . . .	4-0 to 8-0	4-0 to 8-0	5-0 to 6-0	5-0 to 6-0	10-0 to 12-0	10-0 to 12-0
Garhwal . . . . .	4-11 & 5-10	4-11 " 5-10	5-0 " 6-0	5-0 " 6-0	7-8 " 15-0	7-8 " 15-0
<i>Madhya—</i>						
<i>Southern—</i>						
Partabgarh . . . . .	3 0 0	3 0 0	3 8 0	3 8 0	6 0 0	6 0 0
Sultanpur . . . . .	3 0 0	3 0 9	4 0 0	4 0 0	7 8 0	7 4 3
Rae-Bareilly . . . . .	4 3 0	4 3 0	4 8 0	4 8 0	7 13 6	7 12 0
Unao . . . . .	3-0 & 4-0	3-0 & 4-0	4-0 & 4-8	4-0 & 4-8	7-8 & 8-8	7-5 & 8-8
Lucknow . . . . .	3 8 0	3 8 0	4 0 0	4 0 0	7 8 0	7 8 0
Hardoi . . . . .	3 7 0	3 7 0	4 0 0	4 4 0	7 12 0	7 14 0
<i>Northern—</i>						
Fyzabad . . . . .	1-14 to 4-0	1-14 to 3-12	4 0 0	4 0 0	5-10 to 7-8	5-10 to 7-8
Barabanki . . . . .	3 12 0	3 12 0	4 0 0	4 0 0	7 8 0	7 8 0
Gonda . . . . .	3 6 0	3 6 0	3 2 0	3 8 0	7 6 0	8 0 0
Bahraich . . . . .	3 0 0	3 0 0	4-0 to 5-0	4-0 to 5-0	8-0 to 10-0	8-0 to 10-0
Sitapur . . . . .	3 0 0	3 0 0	3 8 0	3 8 0	6 6 0	6 6 0
Kheri . . . . .	2 12 4	2 12 0	4 0 0	4 0 0	8 0 0	8 0 0
<b>Rajputana—</b>						
<i>Eastern—</i>						
Partabgarh . . . . .	7 8 0	7 8 0	5 10 0	5 10 0	15-0 to 16-14	15-0 to 16-14
Banswara . . . . .	5 0 0	5 0 0	5 0 0	5 0 0	11-4 " 18-12	11-4 " 18-12
Mewar (Udaipur) . . . . .	4-0 to 6-0	4-0 to 6-0	5-8 to 6-0	6-0 to 8-0	12-0 " 35-0	22-0 " 25-0
Hilly Tracts of Mewar (Dungarpur) . . . . .	5 4 0	5 0 0	4 9 0	5 4 0	9-6 " 15-0	12-3 " 15-0



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DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourers.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R. s. p.	R. s. p.	R. s. p.	R. s. p.	R. s. p.	R. s. p.
<b>Rajputana—contd.</b>						
<b>Eastern—contd.</b>						
Sirohi . . . . .	5 6 0	5-0 & 6-0	5 6 0	5-0 & 6-0	15 0 0	15 0 0
Brimpura . . . . .	...	6 0 0	6 0 0	...	12 0 0	12 0 0
Ajmere . . . . .	4-11 to 7-8	4-11 to 7-8	5-0 to 8-0	5-0 to 8-0	7-8 to 15-0	7-8 to 15-0
Abu . . . . .	7 8 0	7 0 0	6 5 0	6-0 & 7-0	8-12 " 22-8	18-12 & 22-8
Kishengarh . . . . .	4-0 to 5-0	4-0 to 5-0	5-0 to 7-0	5-0 to 7-0	9-0 " 28-0	9-0 to 30-0
Bundi . . . . .	5 10 0	5 10 0	5 10 0	5 10 0	7-8 " 15-0	7-8 " 11-4
Kotah . . . . .	4 0 0	4 0 0	4 0 0	4 0 0	7-8 " 8-0	7-8 " 8-0
Jhalawar . . . . .	4-0 to 5-0	4-0 to 5-0	4-0 to 7-0	4-0 to 7-0	5-0 " 30-0	5-0 " 30-0
Tonk . . . . .	3 12 0	3 12 0	3 12 0	3 12 0	7 8 0	3-12 " 7-8
Jaipur . . . . .	2-13 to 3-12	2-13 to 3-12	3-8 to 6-0	3-8 to 6-0	7-8 to 11-4	7-8 " 11-4
Kerauli . . . . .	4 0 0	2 8 0	...	...	6-0 " 8-0	6-0 to 8-0
Dholpur . . . . .	1-14 to 4-11	1-14 to 4-11	...	...	5-10 " 20-0	5-10 " 20-0
Bharatpur . . . . .	2-8 " 4-0	2-8 " 4-0	...	...	4-0 " 17-0	4-0 " 17-0
Alwar . . . . .	2-13 " 4-11	2-5-6 " 5-10-0	...	...	6-7 " 11-4	5-10 " 15-0
Deoli Cantonment . . . . .	...	5 10 0	...	...	9 6 0	7 8 0
Nasirabad Cantonment . . . . .	7 8 0	7 8 0	7-0 to 9-0	7-0 to 9-0	10-0 to 15-0	10-0 to 15-0
Balmer . . . . .	5 10 0	6 0 0	...	...	9 6 0	10 0 0
Andra . . . . .	7 8 0	7 0 0	6 0 0	...	...	...
Shahpura . . . . .	4 11 0	5 10 0	3 12 0	5 10 0	7-8 to 9-6	7-8 to 11-4
<b>Western—</b>						
Jodhpur . . . . .	4 11 0	5 0 0	5 10 0	6 0 0	15 0 0	15 0 0
Jaisalmer . . . . .	8-2 to 14-1	8-0 & 14-0	6 0 0	6 0 0	15 0 0	15 0 0
Bikaner . . . . .	4 11 0	4 11 0	4 3 0	4 3 6	9-6-0 to 12-6	9-6-0 to 12-0-9
<b>Central India—</b>						
Indore . . . . .	5 0 0	5-0 to 6-0	7 0 0	6-0 to 7-0	15 0 0	15 0 0
Nimach Cantonment . . . . .	6 0 0	6 0 0	7 0 0	7 0 0	13 0 0	13 0 0
Gwalior . . . . .	5 2 0	4-11 to 5-10	4-0 to 6-0	4-0 to 6-0	9-6 to 15-0	7-8 to 15-6
<b>Punjab—</b>						
<b>Southern—</b>						
Hissar . . . . .	6 0 0	6 0 0	5 0 0	5 0 0	10 0 0	10 0 0
Berozpur . . . . .	7 8 0	6 0 0	6 0 0	6 0 0	16 14 0	19 0 0
<b>Central—</b>						
Lahore . . . . .	6 0 0	6 0 0	7 0 0	6 0 0	18 12 0	17 7 4
Gujranwala . . . . .	5 8 0	5 0 0	5 8 0	5 8 0	13 8 0	18 8 0
Rajrat . . . . .	5 0 0	4 0 0	6 0 0	4 0 0	15 0 0	14 0 0
Jhelum . . . . .	5 10 0	6 0 0	7 0 0	7 0 0	18 12 0	22 8 0
<b>South-eastern—</b>						
Gurgaon . . . . .	6 8 0	5 10 0	5 8 0	4 8 0	12 8 0	15 0 0
Delhi . . . . .	7 8 0	5 10 0	5 10 0	5 10 0	13 3 0	13 3 0
Rohilk . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	9 5 4	9 5 4
Karnal . . . . .	7 8 0	7 8 0	7 0 0	7 0 0	15 0 0	15 0 0
<b>Submontane—</b>						
Ambala . . . . .	7 8 0	7 8 0	6 8 0	6 0 0	13 8 0	12 0 0
Ludhiana . . . . .	6 0 0	7 8 0	6 0 0	6 8 0	12 0 0	13 8 0
Jalandhar . . . . .	5 0 0	6 0 0	6 0 0	6 0 0	10 0 0	13 0 0
Hoshiarpur . . . . .	5 0 0	5 0 0	6 0 0	6 0 0	10 0 0	10 0 0
Gurdaspur . . . . .	7 8 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Amritsar . . . . .	8 0 0	8 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Sialkot . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
<b>Hills—</b>						
Simla . . . . .	7 8 0	7 8 0	6 2 0	6 1 5	20 0 0	20 0 0
Kangra . . . . .	8 0 0	8 0 0	6 0 0	6 0 0	15 8 0	15 0 0
<b>Northern—</b>						
Rawalpindi . . . . .	6 9 0	7 0 0	6 9 0	7 0 0	23 2 0	24 5 4
Haridra . . . . .	7 0 0	7 10 8	7 8 0	7 8 0	22 8 0	22 8 0
Peshawar . . . . .	4 8 0	5 8 0	7 8 0	7 0 0	22 0 0	21 0 0
Kohat . . . . .	12 0 0	10 0 0	10 0 0	9 8 0	22 0 0	22 0 0
Banna . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	15 13 4	15 13 4



WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.

Districts.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.
<b>Panjab—contd.</b>						
<b>Western—</b>						
Shahpur . . . . .	6 0 0	3 0 0	6 0 0	6 0 0	13 8 0	11 0 0
Jhang . . . . .	7 0 0	10 0 0	7 0 0	7 0 0	20 0 0	17 8 0
Multan . . . . .	9 0 0	12 0 0	7 0 0	7 0 0	23 10 8	20 0 0
Montgomery . . . . .	7 0 0	11 8 0	6 0 0	6 0 0	17 8 0	17 8 0
Dera Ismael Khan . . . . .	5 0 0	8 0 0	6 0 0	7 0 0	21 4 0	23 0 0
Muzaffargarh . . . . .	7 8 0	8 0 0	7 8 0	8 0 0	22 8 0	17 8 0
Dera Ghazi Khan . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
<b>Sind and Baluchistan—</b>						
Karachi . . . . .	12-0 to 15-0	12-0 to 18-0	10-0 to 12-0	10-0 to 12-0	30-0 to 45-0	30-0 to 45-0
Hyderabad . . . . .	12 0 0	7 0 0	12 0 0	9 0 0	25-0 " 35-0	30 0 0
Thar and Parkar (Umarkot) . . . . .	12 0 0	12 0 0	8 0 0	8 0 0	30 0 0	30 0 0
Shikarpur . . . . .	12 0 0	12 0 0	10 0 0	11 0 0	25-0 to 35-0	30-0 to 35-0
Upper Sind Frontier . . . . .	9 0 0	9 0 0	9 0 0	9 0 0	22-8 " 30-0	27-8 " 30-0
Quetta . . . . .	15 0 0	15 0 0	10-0 to 15-0	10-0 to 15-0	30-0 " 40-0	30-0 " 40-0
<b>Bombay—</b>						
<b>Konkan—</b>						
Karwar . . . . .	7 0 0	8 0 0	10 0 0	10 0 0	18-12 to 22-8	20-0 to 25-0
Ratnagiri . . . . .	7 8 0	7 8 0	11 4 0	11 4 0	11-4 " 15-0	11-4 " 15-0
Alibag . . . . .	7 8 0	7 0 0	12 0 0	10 0 0	22-8 " 30-0	15-0 " 30-0
Bombay . . . . .	11 0 0	11 0 0	9 8 0	9 8 0	27-8 " 42-0	27-8 " 42-0
Tanna . . . . .	7 8 0	7 8 0	10 0 0	10 0 0	22-8 " 30-0	22-8 " 30-0
<b>Deccan—</b>						
Dharwar . . . . .	8 0 0	7 8 0	7 8 0	7 8 0	15-0 to 20-0	15-0 to 20-0
Belgaum . . . . .	6 0 0	5 12 0	7 12 0	7 12 0	14 0 0	14 0 0
Satara . . . . .	7 8 0	6 0 0	8 0 0	10 0 0	15 0 0	12-0 to 15-0
Sholapur . . . . .	6 0 0	7 0 0	8 0 0	8 0 0	22 0 0	20 0 0
Bijapur . . . . .	7 8 0	5 10 0	10 0 0	8 0 0	22-8 to 30-0	15-0 to 22-8
Poona . . . . .	7-0 to 8-0	7-0 to 8-0	7-0 to 10-0	7-0 to 10-0	15-0 " 30-0	15-0 " 30-0
<b>Khandesh—</b>						
Ahmadnagar . . . . .	6 0 0	5 0 0	8 0 0	8 0 0	15-0 to 30-0	15-0 to 30-0
Nasik . . . . .	8 0 0	8 0 0	8 0 0	8 0 0	15-0 " 26-4	15-0 " 26-4
Dhulia . . . . .	7 8 0	7 8 0	8 0 0	8 0 0	22-8 " 30-4	22 8 0
<b>Gujarat—</b>						
Surat . . . . .	10-0 to 12-0	10-0 to 12-0	7-0 to 10-0	7-0 to 10-0	22-0 to 30-0	20-0 to 30-0
Broach . . . . .	8 0 0	7 0 0	8 0 0	7 0 0	17-0 " 30-0	15-0 " 30-0
Kaira . . . . .	4 13 6	4 13 6	9 0 0	9 0 0	9-11 " 19-6	9-11 " 19-6
Baroda Cantonment . . . . .	7 8 0	7 8 0	7 0 0	7 0 0	18-12 " 22-8	18-12 " 22-8
Ahmadabad . . . . .	7 0 0	7 8 0	8 0 0	8 0 0	22 8 0	22 8 0
Godhra . . . . .	5 10 0	5 10 0	7 0 0	7 8 0	15-0 to 25-0	15-0 to 25-0
Dias Cantonment . . . . .	5 13 0	5 13 0	8 0 0	8 0 0	19 6 0	19 6 0
<b>Kathiawar—</b>						
Rajkot . . . . .	10 0 0	9 6 0	8 0 0	7 0 0	15-0 to 22-8	22 8 0
<b>Central Provinces—</b>						
<b>Western—</b>						
Nimar . . . . .	5 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Khandwa . . . . .	6 0 0	6 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Noshangabad . . . . .	6 0 0	5 0 0	6 0 0	6 0 0	12-0 to 15-0	15 0 0
Betul . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	15-0 " 18-1	15-0 to 20-0
Chhindwara . . . . .	3 0 0	4 0 0	6 0 0	8 0 0	15 0 0	17 8 0
Nagpur . . . . .	5 0 0	5 0 0	7 0 0	7 0 0	15 0 0	15 0 0
Wardha . . . . .	5 10 0	5 10 0	6 0 0	7 0 0	15-0 to 18-12	15-0 to 20-0



**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.**

DISTRICTS.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Swee or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.	R. a. p.
<b>Central Provinces—contd.</b>						
<i>Central—</i>						
Narsinghpur . . . . .	5 0 0	5 0 0	6 0 0	5 0 0	12 0 0	12 0 0
Saugor . . . . .	4 0 0	4 0 0	6 0 0	5 0 0	10 0 0	10-0 to 12-0
Damoh . . . . .	5 0 0	5 0 0	7 0 0	5 0 0	12 0 0	12 0 0
Jubbulpore . . . . .	3 8 0	3 8 0	3 8 0	5 8 0	10 0 0	8-0 to 12-0
Mandla . . . . .	2 8 0	3 0 0	6 0 0	6 0 0	10-0 to 15-0	12 0 0
Seoni . . . . .	4 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Balāghāt . . . . .	3 8 0	5 10 0	5 8 0	5 0 0	12-0 to 15-0	11-0 to 15-0
Bhandāra . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Chānda . . . . .	5 0 0	5 0 0	5 0 0	6 0 0	9-0 to 13-8	10-0 to 15-0
<i>Eastern—</i>						
Bilāspur . . . . .	4 0 0	4 0 0	6 0 0	6 0 0	10 0 0	15 0 0
Raipur . . . . .	4 0 0	4 0 0	4 0 0	6 0 0	15 0 0	10 0 0
Sambalpur . . . . .	3 0 0	2 8 0	7 0 0	4 0 0	15 0 0	12 0 0
<b>Bihar—</b>						
Buldāna . . . . .	5 8 0	5 0 0	7 0 0	7 0 0	22 0 0	22 0 0
Bisim . . . . .	7 8 0	5 10 0	6 0 0	6 0 0	16 0 0	16 14 0
Akrois . . . . .	7 8 0	7 8 0	5 10 0	7 8 0	22 8 0	31 0 0
Ellichpur . . . . .	6 9 0	6 0 0	7 8 0	6 0 0	20 0 0	18 0 0
Amrāoti . . . . .	7 0 0	7 8 0	6 0 0	7 0 0	18 11 0	19 0 0
Wun . . . . .	5 0 0	5 0 0	6 0 0	7 8 0	15 0 0	15 0 0
<b>Nizam's Territories—</b>						
Secunderabad . . . . .	9-0 to 10-0	9-0 to 10-0	8-0 to 9-0	8-0 to 9-0	22-0 to 25-0	22-0 to 25-0
Bolāram . . . . .	...	...	6-0 " 8-0	6-0 " 8-0	11-4 " 22-8	15-0 " 20-0
Chadarghat . . . . .	7 2 0	7 2 0	8 0 0	8 0 0	15 0 0	15 0 0
<b>Madras—</b>						
<i>Malabar Coast—</i>						
Malabar . . . . .	7 12 0	7 12 0	7 12 0	7 12 0	15-5 to 16-13	15-5 to 16-13
S. Canara . . . . .	8 7 0	8 7 0	6 12 0	6 12 0	16-14 " 18-12	16-14 " 18-12
<i>South, Central—</i>						
Coimbatore . . . . .	4 11 0	4 6 0	6 5 0	6 5 0	16-4 to 18-12	16-4 to 18-12
Nilgiris . . . . .	7 8 0	7 8 0	8 12 0	8 12 0	23 12 0	23 12 0
Salem . . . . .	3 13 0	4 3 0	5 5 0	5 11 0	12-0 to 12-11	12-0 to 13-11
<i>Central—</i>						
Bellary . . . . .	6 4 0	6 4 0	7 0 0	6 8 0	15-12 to 20-10	16-14 to 18-12
Anantapur . . . . .	5 0 0	5 0 0	6 0 0	6 0 0	15 0 0	15 0 0
Cuddapah . . . . .	7 8 0	7 8 0	7 8 0	7 8 0	15 0 0	15 0 0
Karnul . . . . .	5 10 0	5 10 0	6 0 0	6 0 0	15-0 to 18-12	15-0 to 18-12
<i>East Coast, north—</i>						
Ganjam . . . . .	5 2 0	5 2 0	5 8 0	5 8 0	9-12 to 11-12	9-12 to 11-12
Vizagapatam . . . . .	4 11 0	4 11 0	5 8 0	5 4 0	11-6 " 13-0	11-4 " 13-5
Godāvari . . . . .	5 13 0	5 13 0	6 3 0	6 3 0	16-5 " 16-11	16-5 " 16-14
<i>East Coast, central—</i>						
Kistna . . . . .	2 3 0	2 3 0	2 5 0	2 5 0	17-4 to 19-0	17-4 to 19-4
Neilore . . . . .	6 0 0	6 0 0	6 12 0	6 12 0	15-0 " 17-8	15-0 " 17-8
<i>East Coast, south—</i>						
Madras . . . . .	6 0 0	6 0 0	6 8 0	6 8 0	13-0 to 16-0	13-0 to 16-0
Chingleput . . . . .	4 15 0	4 15 0	5 4 0	5 4 0	13-8 " 16-6	13-8 " 16-6
N. Arcot . . . . .	6 3 0	6 2 0	6 6 0	6 3 0	15-3 " 16-11	15-3 " 16-13
S. Arcot . . . . .	5 11 0	5 4 0	6 3 0	6 3 0	13-10 " 14-0	12-11 " 13-10
Tanjore . . . . .	6 1 0	6 4 0	6 10 0	6 10 0	15-12 " 16-11	15-15 " 16-14
Trichinopoly . . . . .	6 0 0	5 13 0	7 0 0	7 0 0	13-2 " 15-0	13-2 " 15-0



**WAGES OF SKILLED AND UNSKILLED LABOUR FOR THE HALF-YEAR ENDING 31st  
DECEMBER 1898 AND THE CORRESPONDING PERIOD OF 1897—continued.**

Districts.	AVERAGE WAGES PER MONTH.					
	Able-bodied Agricultural Labourer.		Syce or Horse-keeper.		Common Mason, Carpenter, or Blacksmith.	
	1897.	1898.	1897.	1898.	1897.	1898.
	R s. p.	R s. p.	R s. p.	R s. p.	R s. p.	R s. p.
<b>Madras—contd.</b>						
<i>Southern—</i>						
Tinnevely . . . . .	5 4 0	5 4 0	6 11 0	6 11 0	12-7 to 14-13	12-7 to 14-13
Madura . . . . .	5 11 0	5 12 0	5 14 0	6 2 0	13-2 „ 13-7	13-15 „ 14-1
<b>Mysore—</b>						
Mysore . . . . .	7 0 0	22 8 0	7 0 0	9 0 0	15 0 0	15-0 to 30-0
Bangalore . . . . .	28-0 to 30-0	22-8 to 30-0	7-0 to 12-0	7-0 to 8-0	15-0 to 30-0	15-0 „ 30-0
Kolar . . . . .	5 0 0	15-0 „ 20-0	7 0 0	8 0 0	26 4 0	22-8 „ 30-0
Tumkur . . . . .	7 8 0	7 8 0	6 0 0	6 0 0	15-0 to 25-0	15-0 „ 25-0
Hassan . . . . .	3-12 to 7-8	3-12 to 7-8	8 0 0	8 0 0	23-4 „ 31-0	22-8 „ 30-0
Kadur . . . . .	7-0 „ 8-0	15-0 „ 20-0	8-0 to 9-0	8-0 to 15-0	22-8 „ 30-0	22-8 „ 30-0
Shimoga . . . . .	2-8 „ 5-0	2-8 „ 5-0	30-0 „ 2-0	3-0 „ 8-0	10-0 „ 20-0	10-0 „ 25-0
Chitaldrug . . . . .	4 11 0	5 0 0	9 11 0	7-0 „ 8-0	26-4 „ 30-0	20-0 „ 30-0
<b>Coorg—</b>						
Coorg . . . . .	7-8 to 10-0	7-8 to 10-0	9-0 to 10-0	9-0 to 11-0	22 8 0	22 8 0
<b>Ben . . . . .</b>	...	...	10-0 „ 15-0	10-0 „ 15-0	30-0 to 37-8	30-0 to 37-8

J. A. ROBERTSON,  
*Offg. Director-General of Statistics.*

H. H. RISLEY,  
*Offg. Secretary to the Government of India.*

FINANCE AND COMMERCE DEPARTMENT.  
March 3, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## COMMUNICATES REMARKS ON THE PROGRESS REPORT OF THE IMPERIAL FOREST SCHOOL, DEHRA DUN. FOR 1897-98.

## Circular No. 5—213-2F.

*Extract from the Proceedings of the Government of India, in the Department of Revenue and Agriculture (Forests): dated Calcutta, the 25th February 1899.*

READ Circular No. 19F., dated the 18th October 1897, communicating remarks on the Administration Report of the Imperial Forest School, Dehra Dun, for the year 1896-97.

## Read also—

- (i) Report of the Forest School for 1897-98.
- (ii) Letter from the Inspector-General of Forests, No. 1207, dated the 3rd October 1898, submitting the above Report.

## RESOLUTION.

From the commencement of the year until the 10th January 1898 the Directorship of the School was in the hands of Mr. J. W. Oliver, who was on that date relieved by Mr. J. S. Gamble, M. A., on his return from furlough. Mr. F. Gleadow continued to hold the post of Deputy Director throughout the year, and Mr. A. F. Graddon that of 1st Instructor. Mr. B. B. Osmaston continued to fulfil the duties of 2nd Instructor until the 18th April, and his successor, Mr. A. M. F. Caccia, was appointed 2nd Instructor on the 6th May. Bahu Upendra Nath Kanjilal held the appointment of Vernacular Instructor throughout the year, except from the 2nd April to end of June, when he was on privilege leave.

The School staff was also assisted by the Director, Botanical Department, Northern India, the Assistant Agricultural Chemist to the Government of India, and the officers of the School Circle. Honoraria to the amount of ₹710 were sanctioned for officers, not members of the School staff, who assisted in the teaching during the previous year.

2. The total number of students attending the School was 65, as against 75 in the previous year and 83 in the year 1895-96. Of these, 50 were in the Upper class and 15 in the Lower; whilst of the 50 students in the Upper class, 7 were students already in the Government service, 14 were private students in receipt of a stipend, 20 were private students without stipends, and 9 were students deputed from Native States. The Government of India view with some concern the steady decrease in the total number of students attending the School course. In 1893-94 the number stood at 106, and the attendance during the year under notice has, therefore, been 41 less than in that year. From Resolution No. X passed by the Board of Control of 1898, it appears that 40 students in the Upper class and 10 in the Lower is the number that can be properly admitted in any one year, i.e., that the attendance may be 100. It is evident, therefore, that the attendance at the School has fallen below what it might with advantage be. The reason clearly is the restricted grant of stipends. Of the new students admitted to the School during the year, private students without stipends formed 49 per cent. of the total, whereas in 1891 they formed only 21 per cent. This is satisfactory, but more students than come forward at present can and ought to be taught at the School. It will be necessary to carefully watch the attendance during the next few years, and not to permit it to fall below the number required for the recruitment of the service.

3. It is noticed with much satisfaction that Native States continue to send students to the School in fair numbers, and that many former students of the School are doing good work, not only in the Government of India Forest Department but in the service of Native States.



4. All the students in the Lower class passed, but of the students in the Upper class no less than 8, or 30 per cent., failed to obtain a certificate. The Government of India, though regretting the number of failures, are glad to see that suitable strictness is observed in granting certificates only to competent men. They consider, however, that candidates who, either from lack of previous training or from idleness, are unlikely to pass the final examination, should be remanded under Rule 28(5) of the School rules.

5. It is hoped that the effect given to Resolutions Nos. VIII and X of the Board of Control for 1897, whereby a stricter examination in English and a preliminary course of practical training in the forest is involved, will result in the improved educational qualifications of the students.

6. The account given in the Director's Report of the various tours undertaken and the work done by the students has been read with interest, and shows that the teaching of practical work in the forests is duly attended to. The fact that the "Brandis Prize" has again not been awarded is noticed with regret, and the want of further specimens for the School herbarium and museum is observed. The Inspector-General of Forests has been asked to bring these matters to the notice of Local Governments and Conservators.

7. The Government of India are pleased to observe that the members of the School staff have performed their duties to the Director's satisfaction, and to record their appreciation of Mr. Oliver's and Mr. Gamble's efficient management of the School. The latter officer has now relinquished the post of Director of the School, and intends shortly to retire from the service, of which he has been a member for 27 years. He has been Director for eight years, and it is mainly due to his able management that the Forest School has reached its present high standard. The Government of India desire to record their thanks to Mr. Gamble for the excellent work he has done at the School, and for the great services he has rendered to Indian forestry by the many important scientific publications associated with his name. The *Manual of Indian Timbers* is recognised in India and in Europe as the standard work on the subject of which it treats, and as a monument of laborious research and wide and accurate botanical knowledge.

ORDER.—Ordered that the above Resolution be published in the *Supplement to the Gazette of India*, and that

Bengal.  
North-Western Pro-  
vinces and Oudh.  
Panjab.  
Birma.  
Central Provinces.

Assam.  
Coorg.  
Ajmere.  
Andamans.  
Bhujistan.  
Hyderabad.

copies be forwarded, for information, to the Governments of Madras and Bombay, the Local Governments and Admin-  
istrations noted in the margin, the De-

partment of Finance and Commerce, and the Comptroller and Auditor General; also to the Inspector-General of Forests for information and guidance and for communication to the Director of the Forest School and the Superintendent of Forest Surveys.

Ordered, further, that a copy, with copies of the Report, be forwarded to the Foreign Department for communication to the Nizam's Government and to the Mysore, Jodhpur, Kashmir, Jeypore, and Rewah Darbars.

[True Extract.]

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 15TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 15TH FEBRUARY, 1899.**

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 15TH FEBRUARY, 1898.				WEEK ENDING 15TH FEBRUARY, 1899.				Earnings from 1st January to 15th February, 1898.	Earnings from 1st January to 15th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	694	1,240	12,89,607	741	1,245	12,76,000	731	88,11,175	86,66,000	—	1,45,175	—	—
Bengal Central	183	255	14,936	181	135	17,500	140	1,45,184	1,41,000	—	4,184	—	—
Bengal-Nagpur	181	869	1,57,074	183	1,186	1,78,000	150	10,25,540	12,35,000	2,09,460	—	—	—
Indian Midland (including Bhopal-Itarsi)	171	753	1,38,984	185	866	1,36,000	157	9,40,990	9,94,000	53,001	—	—	—
Baroda Extn. (East Coast State)	191	21	3,380	158	21	2,600	124	24,777	17,700	—	7,077	—	—
Madras-Ennur sec. (Baroda-Mad.)	119	9	630	71	9	700	78	5,316	5,100	—	216	—	—
Metre gauge—													
Rajputana-Malwa (incldg. C.R.-Nagda)	264	1,215	3,77,853	208	1,215	5,14,000	283	29,58,660	34,84,000	5,25,340	—	—	—
Palampur-Dewa	44	17	475	28	17	600	35	3,311	4,300	—	989	—	—
South Indian	161	1,043	1,36,390	150	1,023	1,42,000	129	10,24,924	9,90,000	—	34,924	—	—
Mayavaram-Mutpet	88	54	4,435	22	54	2,400	63	29,315	26,600	—	2,715	—	—
Southern Mahratta (incldg. G.M. Fron. sec.)	103	1,165	1,20,341	103	1,165	1,11,000	95	7,26,930	6,87,000	—	39,930	—	—
Mysore section (Southern Mahratta)	102	296	32,341	100	296	21,800	74	2,37,621	1,39,000	—	1,98,621	—	—
Bengal and North-Western system	162	827	1,30,679	165	928	1,51,000	163	9,57,680	9,84,000	26,320	—	—	—
Lucknow-Bareilly	106	231	18,253	81	231	23,600	102	1,54,412	1,58,000	3,588	—	—	—
Assam-Bengal	90	286	28,557	100	398	30,300	76	1,75,051	2,20,000	44,949	—	—	—
Harna	223	930	2,25,931	241	296	2,30,000	255	16,05,936	13,90,000	—	2,15,936	—	—
TOTAL	266	10,178	27,10,823	266	10,217	28,47,500	263	1,28,70,241	1,21,37,700	—	6,332,541	—	—
State lines worked by the State.													
Standard gauge—													
North-Western (a)	287	2,836	7,37,561	296	2,836	7,04,000	244	53,08,027	46,93,000	—	6,15,027	—	—
Oudh and Rohilkhand (incldg. the m. g. line)	217	875	1,77,530	203	1,013	8,11,000	208	13,25,637	14,31,000	1,05,363	—	—	—
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,94,463	265	825	2,18,000	264	21,48,474	16,55,000	—	4,93,474	—	—
East Coast (b)	116	336	55,040	103	220	81,100	113	4,12,407	4,90,000	77,593	—	—	—
Special gauges—													
Jorhat	66	28	3,217	115	28	1,900	68	14,287	12,800	—	1,487	—	—
Cherra-Companyganj	20	—	(c)	—	8	300	62	(c)	3,600	—	3,600	—	—
TOTAL	201	5,143	12,71,811	247	5,480	12,16,500	222	92,06,802	82,45,400	—	9,614,402	—	—
Lines worked by guaranteed com.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	7,32,263	491	1,491	9,43,000	632	48,80,804	63,14,000	14,33,196	—	—	—
Bombay, Baroda and Central India	715	401	2,32,702	516	401	3,18,000	600	17,41,476	21,80,000	4,38,524	—	—	—
Madras	258	840	2,12,437	253	840	1,64,000	193	14,70,776	12,02,000	—	2,68,776	—	—
TOTAL	487	2,792	11,82,953	434	2,792	14,25,000	520	81,02,056	96,96,000	15,93,944	—	—	—
TOTAL (GUARANTEED AND STATE)	297	18,113	51,63,686	285	10,009	54,89,000	288	3,01,27,899	3,70,79,100	—	6,91,401	—	—
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	262	52,465	200	162	24,900	154	2,04,753	1,59,000	—	1,25,753	—	—
Tarapur	320	22	11,273	315	22	6,400	291	3,03,555	40,500	—	3,03,555	—	—
Southern Punjab (Delhi-Samaita)	75	400	14,990	37	400	23,400	59	1,27,147	1,65,000	37,853	—	—	—
Tapti Valley	—	—	—	—	26	4,400	30	—	2,200	—	2,200	—	—
Metre gauge—													
Mymensingh-Jamulpur-Jagannathganj	—	—	—	—	33	1,200	36	—	7,100	—	7,100	—	—
Rohilkhand and Kumaon (Co.'s sec.)	137	66	5,591	85	66	8,100	123	35,094	42,000	—	6,906	—	—
Bengal Doonars	106	36	3,126	87	36	8,300	64	25,497	16,000	—	9,497	—	—
Dibru-Sadiya	200	78	14,539	186	78	14,900	191	1,04,731	1,11,000	6,269	—	—	—
Ahmedabad-Paritaji	59	55	2,407	44	55	2,700	49	17,129	21,500	4,371	—	—	—
Special gauges—													
Dorjeling-Himalaya	266	51	10,489	206	51	11,000	210	68,876	65,000	—	3,876	—	—
Bam	196	21	2,953	141	21	4,800	229	22,203	26,700	—	4,497	—	—
TOTAL	125	891	97,441	110	960	1,01,100	105	7,48,084	6,74,000	—	74,084	—	—
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Coona	31	74	2,021	27	74	5,300	72	15,314	37,500	22,186	—	—	—
Bhopal-Ujjain	26	114	2,088	70	114	11,200	98	61,090	75,500	14,410	—	—	—
Nagda-Ujjain	86	31	2,633	75	31	2,600	76	15,206	13,300	—	1,906	—	—
The Nizam's guaranteed state	235	334	77,230	231	334	77,800	233	5,71,715	5,30,000	—	41,715	—	—
The Gekwar's Petlad	70	13	412	37	13	800	62	2,798	5,400	2,602	—	—	—
Rajpura-Bharinda	140	108	11,994	105	108	9,900	92	90,825	71,500	—	19,325	—	—
Kolar Gold-fields	408	10	4,871	432	10	2,800	280	25,943	24,100	—	1,843	—	—
Metre gauge—													
Kannanur-Mysore Frontier section (incldg. M. Nanjangud)	71	66	5,184	78	66	2,400	38	38,091	16,800	—	21,291	—	—
The Gekwar's Mehraus	81	93	5,610	61	93	7,300	78	42,420	43,300	880	—	—	—
Kolhapur	55	29	1,005	55	29	2,100	72	6,013	13,500	7,487	—	—	—
Special gauges—													
The Gekwar's Dabhoi	58	79	2,321	39	79	4,000	51	21,243	24,200	2,957	—	—	—
Rajpura	13	19	198	10	24	1,100	46	613	3,600	2,487	—	—	—
Cooh Behar	63	24	1,903	86	25	900	36	9,010	8,300	—	710	—	—
TOTAL	133	990	1,23,191	124	1,093	1,28,200	128	8,56,281	8,67,500	—	11,219	—	—
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gondal-Jundad-Porbandar	196	334	20,940	90	334	42,400	132	2,20,357	2,49,000	28,643	—	—	—
Jaisalmer-Rajkot	80	46	3,138	68	46	3,900	85	23,801	24,100	299	—	—	—
Junagar	38	54	1,112	31	54	2,300	43	11,712	13,500	1,788	—	—	—
Udhagamandalam	—	—	—	—	31	1,000	70	—	8,900	—	8,900	—	—
Jodhpore-Bikaner	60	364	22,815	63	407	24,200	84	1,56,298	2,00,000	43,702	—	—	—
Coodepore-Chitor	44	60	2,575	43	60	2,200	37	13,883	19,500	5,617	—	—	—
Special gauges—													
Mures	82	94	5,882	63	94	3,100	86	43,321	31,500	—	11,821	—	—
TOTAL	86	652	65,466	69	1,010	94,700	93	4,76,772	6,35,800	1,59,028	—	—	—
GRAND TOTAL	271	20,952	54,52,127	260	22,008	58,13,000	263	3,82,71,036	3,90,36,400	—	9,65,364	—	—

(a) Includes Jaunpur and Kachhar and Mysore-Bangalore section.

(b) Includes Baroda-Madras 17.

(c) Used for traffic.

W. J. McELHINNY, Capt., R.E.,

Off. Under Secy to the Govt. of India.

Calcutta, the 3rd March, 1890.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLV OF 1898-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April, 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 10TH FEBRUARY, 1898.				WEEK ENDING 18TH FEBRUARY, 1899.				Earnings from 1st April, 1897, to 10th February, 1898.	Earnings from 1st April, 1898, to 18th February, 1899.	Increase.	Decrease.
		Main mileage worked.	Earnings.		Main mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	12,89,607	741	1,745	12,76,000	731	5,21,12,359	5,25,39,000	4,25,431	...	...	
Bengal Central	183	125	18,936	151	125	17,500	140	10,54,710	8,95,000	...	...	1,58,710	
Bengal-Nagpur	139	862	1,57,674	182	1,186	1,78,000	160	32,90,813	61,01,000	8,10,187	...	...	
Indian Midland (including Bhopal-Nagpur)	153	752	1,38,984	185	868	1,36,000	157	54,12,727	55,27,000	1,13,273	...	...	
Bombay extn. (East Coast State)	155	21	3,296	158	21	3,600	124	1,42,782	1,23,000	...	...	9,782	
Madras-Ennore sec. (Neswada-Mad.)	123	9	639	71	9	700	78	50,994	35,600	...	...	15,394	
Metre gauge—													
Rajputana-Malwa (inclg. G.-R.-Nagda)	210	1,815	3,77,835	208	1,815	5,24,000	283	1,71,80,541	2,02,24,000	20,43,459	...	...	
Palampur-Dum	44	17	32,441	23	17	600	35	35,778	35,000	...	...	778	
South Indian	106	1,042	1,36,390	150	1,021	1,42,000	139	80,82,479	74,43,000	...	...	6,39,479	
Mayavaram-Mutpet	92	54	4,435	82	54	3,400	63	2,33,674	2,16,000	...	...	17,674	
Southern Mahratta (inclg. G.-M. Fron. sec.)	113	1,165	1,20,341	103	1,165	1,11,000	95	61,84,425	47,75,000	...	...	14,09,425	
Mysore section (Southern Mahratta)	123	296	32,241	109	296	21,800	74	17,28,286	11,21,000	...	...	6,07,286	
Bengal and North-Western system	147	827	1,30,679	165	928	1,51,000	163	54,82,286	57,16,000	2,33,714	...	...	
Lucknow-Baradly	81	231	18,733	81	231	23,600	102	7,66,406	9,45,000	1,78,594	...	...	
Azamgarh	73	286	25,597	180	398	30,300	76	8,88,252	11,94,000	3,05,748	...	...	
Burma.	106	936	2,25,931	241	936	2,39,000	255	73,85,000	74,44,000	59,000	...	...	
TOTAL	243	10,178	22,10,863	266	10,817	28,47,300	263	11,22,32,870	11,44,03,600	21,70,730	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,686	7,37,351	256	2,885	7,04,000	244	3,08,51,721	3,36,02,000	27,46,279	...	...	
Odish and Kottickhand (inclg. the m.g. line)	195	875	1,77,530	203	1,013	2,11,000	108	77,74,125	88,93,000	11,18,875	...	...	
Eastern Bengal (inclg. metre & 2'6")	362	818	1,08,493	365	825	2,18,000	254	1,37,74,874	1,20,57,000	...	...	17,17,874	
East Coast (b)	100	536	55,040	103	720	61,100	113	25,59,750	23,90,000	...	...	1,69,750	
Special gauge—													
Jorhat	69	28	3,217	115	28	1,900	68	85,663	85,600	...	...	63	
Chessa-Companyganj	44	...	(c)	...	8	...	62	(d) 4,257	(e) 4,200	...	...	57	
TOTAL	235	5,145	12,71,811	247	5,480	12,16,500	223	5,50,59,440	5,60,28,400	9,72,960	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,33,763	491	1,491	9,43,000	632	7,52,02,373	5,15,81,000	2,36,21,373	...	...	
Bombay, Baroda and Central India	686	461	2,37,702	316	461	3,18,000	640	1,24,24,303	1,44,33,000	20,08,697	...	...	
Madras	361	840	2,12,457	253	840	1,04,000	195	1,01,86,198	94,43,000	...	...	7,43,198	
TOTAL	379	2,792	11,83,922	424	2,792	14,65,000	510	4,76,50,733	5,52,57,000	76,07,266	...	...	
TOTAL (GUARANTEED AND STATE)	262	18,113	51,05,686	285	19,082	54,89,000	238	12,42,34,044	12,62,89,000	1,20,54,956	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	32,465	200	162	24,900	154	15,37,093	12,76,000	...	...	2,61,093	
Tuckson	22	11,278	11,278	513	22	6,400	291	2,77,973	2,60,000	...	...	17,973	
Southern Punjab (Delhi-Samudra)	42	400	14,996	37	400	23,400	59	72,30,288	12,87,000	10,43,288	...	...	
Tapi Valley	...	...	...	...	36	1,400	39	...	(f) 11,000	11,000	...	...	
Metre gauge—													
Mymensingh-Jamshpur-Jagannath-ganj	...	...	...	...	33	1,800	36	...	(g) 15,100	15,100	...	...	
Kondh and Kuman (Co.'s sec.)	121	66	5,591	85	66	3,100	123	3,39,941	4,13,000	53,059	...	...	
Bengal Doonars	149	36	3,126	87	36	2,300	64	2,58,206	2,37,000	...	...	21,206	
Dibru-Sadiya	198	78	14,534	146	78	14,900	191	6,04,498	7,07,000	1,02,502	...	...	
Ahmedabad-Parandij	45	55	2,497	44	55	2,700	49	(h) 26,607	1,41,000	34,803	...	...	
Special gauge—													
Jorhat-Himalayan	274	31	10,480	206	31	11,000	216	6,57,425	5,59,000	1,573	...	...	
Batli	125	21	2,933	141	21	4,800	229	1,18,931	1,10,000	...	...	8,931	
TOTAL	147	891	97,844	110	960	1,02,100	105	42,22,004	51,16,100	8,94,096	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bikan-Goon	26	74	2,021	27	74	5,300	72	86,923	1,28,000	41,078	...	...	
Bhopal-Ujjain	61	114	2,088	70	114	11,200	98	2,47,739	3,61,000	1,13,261	...	...	
Nagda-Ujjain	60	33	2,633	75	34	2,600	76	92,000	1,09,000	16,900	...	...	
The Nizam's guaranteed state	111	334	77,739	231	334	77,800	233	32,13,115	34,74,000	2,60,885	...	...	
The Gaekwar's Pooled	84	13	412	32	13	...	62	54,905	50,000	...	...	4,905	
Rajputana-Bhatinda	122	106	11,294	105	106	9,900	97	6,21,004	5,01,000	...	...	1,20,004	
Kolar-Goldfields	402	10	4,821	422	10	2,800	280	1,82,806	1,26,000	...	...	6,806	
Metre gauge—													
Yesvantpur-Mysore Frontier section (inclg. M.-Nanjangud)	84	66	5,124	78	66	2,400	36	2,07,620	1,73,000	...	...	34,620	
The Gaekwar's Malabar	71	93	3,699	61	93	7,100	78	3,04,632	3,09,000	4,368	...	...	
Kolhapur	57	29	1,608	53	29	3,100	72	77,317	73,400	...	...	3,917	
Special gauge—													
The Gaekwar's Dahdoi	51	79	2,321	29	79	4,000	51	1,82,251	1,90,000	7,749	...	...	
Rajpipla	11	19	108	10	24	1,100	46	6,315	11,000	4,685	...	...	
Cooch Behar	54	22	1,903	26	22	900	36	52,832	59,300	6,468	...	...	
TOTAL	120	996	1,23,191	124	1,093	1,28,200	128	54,47,391	57,05,100	2,57,709	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bhavnagar-Gundal-Junagadh-Por-bander	97	334	29,069	99	334	42,400	127	14,98,073	15,37,000	38,927	...	...	
Jaisalmer-Rajkot	86	46	3,138	68	46	3,600	85	1,77,865	1,61,000	...	...	16,865	
Jamnagar	38	54	1,113	21	54	2,300	43	(j) 95,588	95,000	...	...	588	
Dhargadri	...	...	...	...	21	1,000	70	...	(k) 12,100	12,100	...	...	
Jodhpur-Bikaner	62	364	22,815	63	497	34,200	84	10,46,800	13,27,000	2,80,200	...	...	
Godavari-Lantor	38	60	2,575	41	60	2,200	37	1,06,588	1,30,000	23,412	...	...	
Special gauge—													
Mora	83	24	5,832	61	24	8,100	86	3,27,393	3,55,000	...	...	27,607	
TOTAL	73	882	65,466	69	1,016	94,700	93	33,02,312	36,43,700	3,41,388	...	...	
GRAND TOTAL	243	20,932	54,32,127	260	22,008	58,13,000	203	12,79,07,351	12,62,51,900	1,28,40,544	...	...	

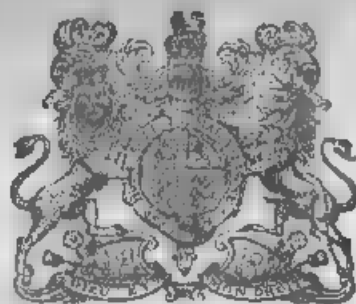
(a) Includes Jainpur and Kashmir and Hyderabad-Siddipet etc.  
(b) Includes Gurgaon-Murga etc.  
(c) Closed for traffic.  
(d) From 1st April to 10th June, 1897.  
(e) From 1st to 10th April and from 23rd December, 1898, to 18th February, 1899.  
(f) From 10th November, 1897, to 10th February, 1898.

(g) From 1st December, 1898, to 10th February, 1899.  
(h) From 15th October, 1898, to 10th February, 1899.  
(i) From 1st May, 1898, to 10th February, 1899.  
(j) From 1st April, 1898, to 10th February, 1899.



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SUPPLEMENT TO  
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No. 10.1 CALCUTTA, SATURDAY, MARCH 11, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and Information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE SIX MONTHS ENDING  
WITH THE 30th JUNE 1898.**

No. 139 R. Stat., dated Simla, the 24th February 1899.

**RESOLUTION—**By the Government of India, Public Works Department.

**Read again—**

Government of India order No. 242 R. Stat., dated the 9th July 1896.

Government of India order No. 42 R. Stat., dated the 16th January 1897.

Government of India order No. 40 R. Stat., dated the 18th January 1898.

**Read also—**

The following note by the Director of Railway Traffic, dated the 17th February 1899 with abstract returns of accidents to trains, etc., on the open lines of railway in India for the six months ending with the 30th June 1898.

**I.—Accidents to trains, rolling stock, permanent way, etc.**

Accidents to trains, rolling stock, permanent way, etc., during the six months ending with the 30th June 1898, as shown under abstract No. 4 on



pages 16 and 17 of the accompanying returns, caused the death of 22 and injury to 67 persons. The table below shows that the number of deaths was in excess and the number injured below the average of the corresponding periods of the three previous years. The increase in the number killed was mainly due to the collision on the North Western State Railway on the 25th April 1898 at Jhimpir station, in which four passengers were killed and six passengers and three servants were injured. The total number of accidents was also above the average:—

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL, ALL CLASSES.	
	Accidents reported to Local Governments under section 85 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>Standard gauge.</b>									
Six months ending with the 30th June 1898	38	1,832	1,870	(a) 9	(b) 40	9	18	18	58
Average of the corresponding periods of the three previous years	46	1,385	1,431	(a) 11	(b) 50	4	17	15	67
<b>Metro gauge.</b>									
Six months ending with the 30th June 1898	67	1,116	1,183	(c) 1	(e) 1	3	8	4	9
Average of the corresponding periods of the three previous years	52	1,142	1,194	(c) 1	(e) 8	1	4	2	12
<b>Special gauges.</b>									
Six months ending with the 30th June 1898	7	40	47	...	...	...	...	...	...
Average of the corresponding periods of the three previous years	5	34	39	...	...	...	1	...	1
<b>Total all gauges for the six months ending with the 30th June 1898</b>									
	112	2,988	3,100	(d) 10	(e) 41	12	26	22	67
Average of the corresponding periods of the three previous years	103	2,561	2,664	(d) 12	(f) 58	5	22	17	80

2. The following table compares the variations in the mean mileage worked, the train-mileage run and the number of accidents with the average, and shows that, with an increase of 7.53 per cent. in the mean mileage worked and of 9.06 per cent. in the train-mileage run during the six months ending with the 30th June 1898, the number of accidents increased by 436 or 16.37 per cent., as compared with the average of the corresponding periods of the three previous years:—

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE THREE PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . . . . .	+439	+30.68	+945	+8.30	+2,510,556	+10.54
Metro . . . . .	—11	—0.92	+489	+6.11	+615,368	+5.72
Special . . . . .	+8	+20.51	+46	+17.29	+30,330	+11.98
<b>Total</b>	<b>+436</b>	<b>+16.37</b>	<b>+1,480</b>	<b>+7.53</b>	<b>+3,156,254</b>	<b>+9.06</b>

(a) Out of these, three were not passengers.

(b) Out of these, five were not passengers.

(c) Not a passenger.

(d) Out of these, four were not passengers.

(e) Out of these, six were not passengers.

(f) Out of these, eight were not passengers.



3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard and metre gauge lines, as compared with the average of the corresponding periods of the three previous years. No noticeable variations occurred on the special gauge railways:—

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	TOTAL.	
<i>Standard gauge.</i>				
Trains running over cattle on the line . . . . .	...	+127	+127	+19'69.
The bursting of tubes, etc., of engines . . . . .	...	+62	+62	+91'18
The failure of machinery, springs, etc., of engines . . . . .	...	+67	+67	+35'45
The failure of couplings . . . . .	...	+51	+51	+124'39
Under the head " Other accidents " . . . . .	—1	+101	+100	+113'64
<i>Metre gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	+2	—16	—14	—27'45
Trains running over cattle on the line . . . . .	—4	—24	—28	—4'14
The failure of machinery, springs, etc., of engines . . . . .	+3	—22	—19	—21'59
The failure of axles . . . . .	+2	+11	+13	+54'17
Under the head " Other accidents " . . . . .	+1	+15	+16	+31'37

It will be observed from the foregoing that the increases on the standard gauge lines occurred under "Trains running over cattle on the line," 127 accidents or 19.69 per cent.; under "The bursting of tubes, etc., of engines," 62 accidents or 91.18 per cent.; under "The failure of machinery, springs, etc., of engines," 67 accidents or 35.45 per cent.; under "The failure of couplings," 51 accidents or 124.39 per cent.; and under the head "Other accidents," 100 accidents or 113.64 per cent. On the metre gauge railways the noticeable increases occurred under "The failure of axles," 13 accidents or 54.17 per cent. and under the head "Other accidents," 16 accidents or 31.37 per cent.

4. Under the head "The bursting of tubes, etc., of engines," the largest number, *vis.*, 53, occurred on the Madras railway; next to that line comes the North Western State railway with 42 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *vis.*, 85, occurred on the North Western State railway; next to that line come the East Indian with 42, the Madras railway with 40 and the Great Indian Peninsula railway with 38 accidents; under the head "The failure of couplings," the largest number, *vis.*, 43, occurred on the Bombay, Baroda and Central India railway; and under the head "Other accidents," the largest number, *vis.*, 68, occurred on the East Indian railway, and next to that line come the North Western State and the Great Indian Peninsula railways with 55 and 29 accidents on each, respectively.

5. The number of cattle accidents was largest on the South Indian railway, *vis.*, 165; next comes the Southern Mahratta railway with 156, then the Eastern Bengal State railway (standard gauge section) with 144 accidents, the East Indian railway with 125, the Bombay, Baroda and Central India railway with 106 and the North Western State railway with 97.

In relation to the train-mileage run the highest proportion was on the Bengal-Dooars railway, which gives an average of 1 accident in 4,751 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,172; then the Eastern Bengal (standard gauge section), the Jorhat, the Rajpipla and



the East Coast State railways with averages of 1 in 6,504, 1 in 7,470, 1 in 7,944 and 1 in 8,024, respectively. The lowest proportion was on the Great Indian Peninsula railway, *vis.*, 1 in 303,268 train-miles run, the Bombay, Baroda and Central India railway coming next with 1 in 87,722, then the North Western State railway with 1 in 58,963, the East Indian railway with 1 in 57,026, the Rajputana-Malwa railway with 1 in 42,857 and the Indian Midland railway with 1 in 39,704.

6. Taking the total number of accidents to trains, rolling stock, permanent-way, etc., on each railway as given in table No. 3, the proportion of accidents to train-mileage run was highest on the Cooch Behar railway, on which 1 accident occurred on an average in 2,451 train-miles; next comes the Assam-Bengal railway with 1 accident in 3,152 train-miles; then the Bengal-Dooars, the Rohilkund and Kumaon (including the Lucknow-Bareilly section), the Tezpur-Balipara and the Dibru-Sadiya railways with averages of 1 in 3,156, 1 in 3,407, 1 in 3,846, and 1 in 4,672, respectively. The lowest proportion was on the Oodeypore-Chitor railway, *vis.*, 1 in 23,188, the Great Indian Peninsula railway coming next with 1 in 23,016, then the East Indian railway with 1 in 21,536, the Gaekwar's Dabhoi railway with 1 in 18,006, the Jodhpore-Bickaneer railway with 1 in 16,974 and the Rajputana-Malwa railway with 1 in 16,667.

## II.—Accidents from other causes not involving accidents to trains, etc.

7. The casualties to passengers, servants in the employ of railways or of contractors, and to others, from causes not involving accidents to trains (which are detailed in abstract No. 2) are compared separately, for each gauge, with the average of the corresponding periods of the three previous years in the table below:—

Gauge.	SIX MONTHS ENDING WITH THE 30TH JUNE 1898.								AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.							
	PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.		PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	28	77	64	121	105	95	207	254	24	68	59	119	164	44	267	331
Metro	9	31	19	39	88	27	116	97	9	28	21	43	70	23	100	94
Special	...	1	1	1	2	...	2	2	...	...	...	2	1	1	1	3
TOTAL	37	109	84	161	285	83	406	353	33	96	80	164	235	68	368	428

It will be seen from the foregoing table that the number of persons killed and injured, excepting in the case of servants injured, compares unfavourably with the average of the corresponding periods of the three previous years. The increase is attributable, to some extent, to the opening of new lines.

## III.—Accidents in which the movement of vehicles used exclusively upon railways was not concerned.

8. The following table shows, for the several gauges, the number of persons reported to have been killed or injured by accidents, in which the movement of vehicles used exclusively upon railways was not concerned. Comparative



average figures of the corresponding periods of the two previous years are also given :—

	SIX MONTHS ENDING WITH THE 30TH JUNE 1898.		AVERAGE OF THE CORRESPONDING PERIODS OF THE TWO PREVIOUS YEARS.	
	Killed.	Injured.	Killed.	Injured.
Standard . . . . .	24	87	22	75
Metre . . . . .	9	20	11	27
Special . . . . .	1	3	...	1
TOTAL.	34	110	33	103

IV.—Statistical results.

9. The following table gives certain statistical results for the period under review, comparing the number of passengers killed and injured by accidents to trains, and from all causes with the number carried and the number of passenger-units carried one mile. Comparative results, based on the average figures of the corresponding periods of the three previous years, are also given :—

PARTICULARS.	SIX MONTHS ENDING WITH THE 30TH JUNE 1898.				AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	TOTAL.	Standard.	Metre.	Special.	TOTAL.
Mean mileage worked . . Miles	12,328	8,493	312	21,133	11,381	8,004	266	19,651
Train-mileage run . . . .	26,326,635	11,381,834	283,476	37,991,945	23,816,079	10,766,466	253,145	34,835,690
Number of passengers carried . No.	48,659,749	27,594,594	358,876	76,553,219	46,715,047	28,651,646	471,080	75,837,773
Number of passenger-units carried one mile . . . .	1,997,195.411	931,386.587 (a)	9,267,713.298	7,987,849.511	2,117,443.303	1,137,772.066	12,805.476	3,268,025.805
Number of accidents . . . .	1,870	1,183	47	3,100	1,431	1,194	39	2,664
Number of accidents per 100,000 train-miles run . . . .	7.10	10.39	16.58	8.16	6.01	11.09	15.41	7.65
Number of passengers killed by accidents to trains . . . .	6	...	...	6	8	...	...	8
Proportion of above to number carried . . . . .	1 in 8,109,958	...	...	1 in 12,766,536	1 in 5,839,381	...	...	1 in 9,479,722
Number of passengers injured by accidents to trains . . . .	35	...	...	35	45	5	...	50
Proportion of above to number carried . . . . .	1 in 1,390,279	...	...	1 in 2,187,521	1 in 1,038,112	1 in 5,734,329	...	1 in 1,516,756
Number of passengers killed from all causes . . . .	34	9	...	43	32	9	...	41
Proportion of above to number carried . . . . .	1 in 1,431,168	1 in 3,050,066	...	1 in 1,762,549	1 in 1,459,845	1 in 3,183,516	...	1 in 1,849,792
Number of passengers injured from all causes . . . .	112	31	1	144	113	33	...	146
Proportion of above to number carried . . . . .	1 in 434,452	1 in 887,245	1 in 398,876	1 in 531,683	1 in 413,497	1 in 863,232	...	1 in 319,437
Number of passengers killed and injured from all causes . .	140	40	1	187	145	42	...	187
Proportion of above to number carried . . . . .	1 in 333,286	1 in 687,615	1 in 398,876	1 in 499,449	1 in 327,173	1 in 682,182	...	1 in 495,550
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile . . . .	1 in 1,079,421	1 in 245,346	1 in 9,267,713 (a)	1 in 15,977,805	1 in 14,623,057	1 in 27,089,937	...	1 in 17,476,074

(a) Excluding the Torpor-Balipara railway.



It will be seen that, except in the case of number of accidents per 100,000 train-miles run, proportion of passengers killed from all causes to number carried and proportion of passengers killed and injured from all causes to the unit mileage of passengers, the results generally compare favourably.

*V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the second quarter of 1898.*

10. The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of life or injury to persons, and shows the railways on which they occurred :—

Railway.	Number of accidents reported during the second quarter of 1893.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard gauge.							
East Indian . . . . .	4	1	14	1	...	2	14
North Western State . . . . .	3	4	8	2	3	6	11
Oudh and Rohilkhand State . . . . .	2	...	3	...	...	...	3
East Coast State . . . . .	1	1	...	...	...	1	...
Great Indian Peninsula . . . . .	1	...	1	...	1	...	2
Bombay, Baroda and Central India . . . . .	1	...	1	...	...	...	1
Madras . . . . .	1	...	7	...	...	...	7
Metro gauge.							
Bengal and North-Western . . . . .	1	...	...	...	1	...	1
South Indian . . . . .	1	...	...	...	1	...	1
Assam-Bengal . . . . .	1	...	...	...	1	...	1
Burma . . . . .	1	...	...	...	1	...	1
Bhavnagar-Gondal-Jamnagar-Port- blair . . . . .	1	...	1	...	...	...	1
TOTAL . . . . .	17	6	35	3	8	9	43
Average of the three corresponding quarters of 1895, 1896 and 1897 . . . . .	19	9	30	2	10	11	40

11. A brief description of some of the accidents which resulted in loss of life, or injury to persons, is given below:

*East Indian railway.*—On the 4th May 1898, the down Punjab mail



train collided with a wagon standing foul of the points at Asansol station. Two passengers were injured and the rolling stock was damaged.

On the 17th May 1898, some wagons while being shunted on to an up Patna-Gya train at Jehanabad station, collided with the coaching stock of the train. Three passengers were slightly injured.

On the 18th June 1898, an up goods train, which had been shunted into the up siding at Jāmtāra station to enable the up Bombay mail train to pass, was signalled to come out, but the driver instead of doing so backed his train, and before he had discovered his mistake a low-sided truck next the brake-van, containing cases of heavy machinery, telescoped into the latter, and both vehicles were thrown down the bank. The guard was killed and rolling stock considerably damaged.

On the 23rd June 1898, seven vehicles of the up Bombay mail train, when passing over points on entering the station at Raneegeunge, ran off the line, and five of them were overturned. The accident was due to the breakage of the heel block caused in all probability by the flange of the leading wheel of the engine. One passenger was killed and nine were injured; and rolling stock was considerably damaged.

*North Western State railway.*—On the 25th April 1898 an up mail train was admitted on the down main line at Jhimpir station through the carelessness of the pointsman and collided with a down goods train standing there. Four passengers were killed and six passengers and three railway servants were injured, and rolling stock was considerably damaged.

On the 14th June 1898, a down goods train, while entering Gillawāla station against signals, collided with the coupled engines of an up goods train which were shunting in the yard, and the latter were hurled against a truck which was being hand-shunted. Two coolies were killed and rolling stock and permanent way were considerably damaged.

*East Coast State railway.*—On the 11th June 1898, a cart, while crossing the line through the level-crossing gate at mileage 361.4 near Sompéta station, was run into by the engine of a down mixed train. The cartman was killed and the cart smashed.

*Great Indian Peninsula railway.*—On the 25th May 1898, a down Nāgpur mail train collided with some wagons standing foul of a crossing at Wardha station. The head guard and a railway mail sorter were injured.

*Bombay, Baroda and Central India railway.*—On the 9th April 1898, a third class carriage of an up ordinary train, while entering the loop platform siding at Grant Road station, was derailed at the points. One passenger was injured.

*Madras railway.*—On the 16th April 1898, a mail train, while entering Jalarpēt station, was admitted into the second instead of the main line and collided with some standing vehicles. Seven passengers were injured.

**ORDER.**—Ordered that the above note, with the abstract returns and

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, the Punjab and Burma.

The Chief Commissioners of the Central Provinces, Assam and Coorg.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India, and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.

The Managers, North Western State, Oudh and Rohilkhand State, Eastern Bengal State and East Coast State Railways.

The Engineers-in-Chief, Marā-Attok Railway, Indus Bridge Works, Bezwada-Madras, Hardwar-Dēhra and Ghazipur-Moradabad Railways.

appendices thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.



Ordered, further, that the above note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

W. J. MCELHINNY, *Captain, R.E.*,  
*Offg. Under Secretary to the Government of India.*

*Documents accompanying.*

1. Abstract return of accidents for the six months ending with the 30th June 1898.



**Enclosure to Government of India Order No. 139 R. Stat., dated the  
24th February 1899.**

**ABSTRACT No. 1.**

**GENERAL TOTAL.**

NUMBER OF PERSONS reported, during the SIX MONTHS ending with the 30th June 1898, as KILLED or INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS:—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	6	35	...	...	...	...	6	35
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	28	77	9	31	...	1	37	109
<b>SERVANTS:—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	9	18	3	8	...	...	12	26
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	64	121	19	39	1	1	84	161
<b>OTHER PERSONS:—</b>								
Whilst passing over railways at level-crossings . . . . .	13	4	4	...	...	...	17	4
Trespassers . . . . .	148	45	74	24	2	...	224	69
Bicides . . . . .	36	5	9	...	...	...	45	5
Miscellaneous, not included in either of the above . . . . .	1	7	2	4	...	...	3	11
<b>TOTAL . . . . .</b>	<b>305</b>	<b>312</b>	<b>120</b>	<b>106</b>	<b>3</b>	<b>2</b>	<b>428</b>	<b>420</b>







by the TRAVELLING OF TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between practicable, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

MINUTES TO TRAINS, ETC.

(4) including the Berwada Railway (East Coast State railway), the Palampur, Iruva, the Annamadurai-Pattali, and the Backwar's Mohana railways.



## ABSTRACT

NUMBERS OF PERSONS REPORTED, DURING THE SIX MONTHS ENDING WITH THE 30th JUNE 1898, AS KILLED OR INJURED IN  
PASSING BY, RAILWAY SERVANTS AND OTHER PERSONS, AND PASSENGERS, AS FAR AS

Classification Number.	RAILWAY.	PASSENGERS												FROM OTHER SOURCES											
		FROM TRAINS WHEN ACCIDENTS TO TRAINS, ETC.—See Abstracts Nos. 3 and 4.												FROM ACCIDENTS TO TRAINS, ETC.—See Abstracts Nos. 3 and 4.											
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.												From accidents to trains, etc.—See Abstracts Nos. 3 and 4.											
		FROM TRAINS WHEN ACCIDENTS TO TRAINS, ETC.—See Abstracts Nos. 3 and 4.												FROM ACCIDENTS TO TRAINS, ETC.—See Abstracts Nos. 3 and 4.											
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		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.												From accidents to trains, etc.—See Abstracts Nos. 3 and 4.											
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.												From accidents to trains, etc.—See Abstract											

(a) Including the Amul-Dharla 2' 6" gauge branch.  
(b) " " the Lucknow-Darjiling section (Rohilkhand and Kumaon).  
(c) " " the Lucknow-Darjiling section (Rohilkhand and Kumaon).  
(d) " " the Lucknow-Darjiling section (Rohilkhand and Kumaon).



—concluded.

by the TRAVELLING of THINGS or the MOVEMENT of VEHICLES used exclusively upon railways, distinguishing between the nature and modes of the commerce comprising the FIRST or SECOND—concluded.

[illegible]



**ABSTRACT No. 3.**  
**ACCIDENTS TO TRAINS, COLLISIONS, PAVEMENT-WAY, &c., REPORTED DURING THE SIX MONTHS ENDING WITH THE 30th JUNE 1898, AS HAVING OCCURRED ON THE SEVERAL RAILWAYS OPEN FOR TRAFFIC IN INDIA, DISTINGUISHING THE DIFFERENT CLASSES OF ACCIDENTS AND THE NUMBER OF PASSENGERS AND OTHERS KILLED OR INJURED IN EACH CLASS OF ACCIDENT.**

RAILWAY DIVISIONS (a).																														GENERAL DIVISION (b).										INDIAN RAILWAYS (c).																			
NORTH WESTERN.										CENTRAL.										SOUTHERN.										NORTH CENTRAL.										NORTH EASTERN.										SOUTHERN.									
Number.		Number of passengers and others.		Number of horses.		Total all classes.		Number.		Number of passengers and others.		Number of horses.		Total all classes.		Number.		Number of passengers and others.		Number of horses.		Total all classes.		Number.		Number of passengers and others.		Number of horses.		Total all classes.		Number.		Number of passengers and others.		Number of horses.		Total all classes.																					
	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.																				
1.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
2.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
3.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
4.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
5.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
6.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
7.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
8.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
9.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
10.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
11.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
12.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
13.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
14.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
15.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
16.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
17.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
18.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
19.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
20.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
21.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
22.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
23.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
24.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
25.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																				
26.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...																						

TOTAL ALL CLASSES.



ANNUAL NO. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PASSENGERS, &c., REPORTED DURING THE YEAR 1898, WITH THE NUMBER OF ACCIDENTS IN EACH CLASS OF ACCIDENT—CONTD.

STANDARD GAUGE—contd.	OVER THE BORDER.										INDIAN RAILWAYS.										INDIAN RAILWAYS.										INDIAN RAILWAYS.									
	MOTOR VEHICLES (&c).					NUMBER OF PASSENGERS AND OTHERS.					NUMBER OF PASSENGERS AND OTHERS.					NUMBER OF PASSENGERS AND OTHERS.					NUMBER OF PASSENGERS AND OTHERS.																			
	NUMBER.		NUMBER OF PASSENGERS AND OTHERS.			NUMBER.		NUMBER OF PASSENGERS AND OTHERS.			NUMBER.		NUMBER OF PASSENGERS AND OTHERS.			NUMBER.		NUMBER OF PASSENGERS AND OTHERS.			NUMBER.		NUMBER OF PASSENGERS AND OTHERS.																	
	Accidents reported to the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Accidents reported to the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.															
1. Collisions between passenger trains or parts of passenger trains.	1	1	2	4	8	1	1	2	4	8	1	1	2	4	8	1	1	2	4	8	1	1	2	4	8															
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	2	2	4	8	16	2	2	4	8	16	2	2	4	8	16	2	2	4	8	16	2	2	4	8	16															
3. Collisions between goods trains or parts of goods trains.	3	3	6	12	24	3	3	6	12	24	3	3	6	12	24	3	3	6	12	24	3	3	6	12	24															
4. Collisions between light engines.	4	4	8	16	32	4	4	8	16	32	4	4	8	16	32	4	4	8	16	32	4	4	8	16	32															
5. Passenger trains or parts of passenger trains leaving the rails.	5	5	10	20	40	5	5	10	20	40	5	5	10	20	40	5	5	10	20	40	5	5	10	20	40															
6. Goods trains or parts of goods trains, engines, &c., leaving the rails.	6	6	12	24	48	6	6	12	24	48	6	6	12	24	48	6	6	12	24	48	6	6	12	24	48															
7. Trains or engines travelling in the wrong direction through points.	7	7	14	28	56	7	7	14	28	56	7	7	14	28	56	7	7	14	28	56	7	7	14	28	56															
8. Trains running into stations or sidings at too high a speed.	8	8	16	32	64	8	8	16	32	64	8	8	16	32	64	8	8	16	32	64	8	8	16	32	64															
9. Trains running over cables on the line.	9	9	18	36	72	9	9	18	36	72	9	9	18	36	72	9	9	18	36	72	9	9	18	36	72															
10. Ditto over obstructions on the line.	10	10	20	40	80	10	10	20	40	80	10	10	20	40	80	10	10	20	40	80	10	10	20	40	80															
11. Trains running through gates at level-crossings.	11	11	22	44	88	11	11	22	44	88	11	11	22	44	88	11	11	22	44	88	11	11	22	44	88															
12. The bursting of boilers of engines.	12	12	24	48	96	12	12	24	48	96	12	12	24	48	96	12	12	24	48	96	12	12	24	48	96															
13. The bursting of tanks, &c., of engines.	13	13	26	52	104	13	13	26	52	104	13	13	26	52	104	13	13	26	52	104	13	13	26	52	104															
14. The failure of machinery, springs, &c., of engines.	14	14	28	56	112	14	14	28	56	112	14	14	28	56	112	14	14	28	56	112	14	14	28	56	112															
15. The failure of tyres.	15	15	30	60	120	15	15	30	60	120	15	15	30	60	120	15	15	30	60	120	15	15	30	60	120															
16. Ditto of wheels.	16	16	32	64	128	16	16	32	64	128	16	16	32	64	128	16	16	32	64	128	16	16	32	64	128															
17. Ditto of axles.	17	17	34	68	136	17	17	34	68	136	17	17	34	68	136	17	17	34	68	136	17	17	34	68	136															
18. Ditto of brake apparatus.	18	18	36	72	144	18	18	36	72	144	18	18	36	72	144	18	18	36	72	144	18	18	36	72	144															
19. Ditto of couplings.	19	19	38	76	152	19	19	38	76	152	19	19	38	76	152	19	19	38	76	152	19	19	38	76	152															
20. Ditto of tunnels, bridges, viaducts, culverts, &c.	20	20	40	80	160	20	20	40	80	160	20	20	40	80	160	20	20	40	80	160	20	20	40	80	160															
21. Broken rails.	21	21	42	84	168	21	21	42	84	168	21	21	42	84	168	21	21	42	84	168	21	21	42	84	168															
22. The flooding of portions of permanent-way.	22	22	44	88	176	22	22	44	88	176	22	22	44	88	176	22	22	44	88	176	22	22	44	88	176															
23. Slips in cuttings or embankments.	23	23	46	92	184	23	23	46	92	184	23	23	46	92	184	23	23	46	92	184	23	23	46	92	184															
24. Fire in trains.	24	24	48	96	192	24	24	48	96	192	24	24	48	96	192	24	24	48	96	192	24	24	48	96	192															
25. Fire at stations, or involving injury to bridges or viaducts.	25	25	50	100	200	25	25	50	100	200	25	25	50	100	200	25	25	50	100	200	25	25	50	100	200															
26. Other accidents.	26	26	52	104	208	26	26	52	104	208	26	26	52	104	208	26	26	52	104	208	26	26	52	104	208															
TOTAL ALL CLASSES.	6	6	12	24	48	6	6	12	24	48	6	6	12	24	48	6	6	12	24	48	6	6	12	24	48															

(a) Accidents to trains, rolling stock, passengers, &c., reported during the year 1898, with the number of accidents in each class of accident—contd.  
(b) Out of these, 120 were not passengers.  
(c) Out of these, 120 were not passengers.  
(d) Out of these, 120 were not passengers.



A. STRAETTER No. 3.—Accidents to railways. Collision stock, passenger, &c., reported during the six months ending with the 30th June 1899, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others and of railway employees killed or injured in each class of accident.—*continued.*

[illegible]







Accident No. 3.—Accidents to trains, rolling stock, permanent-way, etc., reported during the six months ending with the 30th June 1938, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—contd.

[illegible]

INVESTIGATOR No. 5.—ACCIDENTS IN TRAINING, ROLLING STOCK, PERMANENT-WAY, ETC., REPORTED DURING THE SIX MONTHS TERMINATING 31.12.1931.



ANNUAL No. 3.—Accidents to trains, engine stock, permanent-way, etc., reported during the year 1908, and of RAILWAY SERVANTS KILLED OR INJURED IN EACH CLASS OF ACCIDENT—contd.

		TAMPAH RAILROAD (a).										CANTON-BUSINESS.										ROADS.									
		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.							
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.		Number.		Number of passengers and others.		Number of accidents.		Total all classes.									
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Number.		Number of passengers and others.		Number of																											

(a) Including the Kharai-Dharai (3 of 1908) losses.







THE TRAFFIC IN 1907, DISTINGUISHING THE DIFFERENT CLASSES OF ACCIDENTS AND THE NUMBER OF PASSENGERS AND OFFICERS, AND OF RAILWAY SERVANTS KILLED OR INJURED IN EACH CLASS OF ACCIDENT—CONTD.

Description of accident	JOSEPH-BICKERS (JOSEPH-BICKERS SECTION)				DIEK-CAUSE-SECTION				DODGE-SECTION				DODGE-SECTION				DODGE-SECTION			
	Number		Number of passengers and others		Number of passengers and others		Number of passengers and others		Number of passengers and others		Number of passengers and others		Number of passengers and others		Number of passengers and others					
	Total	Other accidents	Killed	Injured	Total	Other accidents	Killed	Injured	Total	Other accidents	Killed	Injured	Total	Other accidents	Killed	Injured				
1. Collisions between passenger trains or parts of passenger trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
2. Collisions between passenger trains or parts of passenger trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
3. Collisions between passenger trains or parts of passenger trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
4. Collisions between passenger trains or parts of passenger trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
5. Collisions between passenger trains or parts of passenger trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
6. Collisions between passenger trains or parts of passenger trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
7. Trains or engines travelling in the wrong direction through points	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
8. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
9. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
10. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
11. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
12. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
13. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
14. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
15. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
16. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
17. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
18. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
19. Trains running into stations or sidings at too high a speed	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
20. Broken rails	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
21. The flooding of portions of permanent-way	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
22. Slip in crossings of subalterns	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
23. Fire in trains	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
24. Fire at stations or involving injury to bridges or viaducts	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
25. Other accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1				
TOTAL ALL CAUSES	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11				

\* Is there a reason for not doing this?

(b) Not a partner.



WHEEL, LACED.

[illegible]



ATTACHED TO THE ACCIDENTS, TAKING INTO ACCOUNT THE NUMBER OF PASSENGERS AND OTHERS, AND OF RAILWAY SERVANTS KILLED OR INJURED IN EACH CLASS OF ACCIDENT—CONTD.

[illegible]

**TOTAL 112.0788M**



## ABSTRACT

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the SIX MONTHS ending JUNE 1899, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS AND OTHERS.

STANDARD GAUGE LINES.																		METRE GAUGE.								
SIX MONTHS ENDING WITH THE 30TH JUNE 1899.																		SIX MONTHS ENDING WITH THE 30TH JUNE 1899.								
Average number of accidents during the three previous corresponding periods of 1895, 1896, and 1897.																		Average number of accidents during the three previous corresponding periods of 1895, 1896, and 1897.								
Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1900.			Other accidents.			Total.			Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1900.			Other accidents.			Total.			Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1900.			Other accidents.			Total.		
Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.	Number.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	2	1	3	...	1	1	...	...	...	...	...	2	1	3	...	...	...	...	...	...	...	...	...	...	...	
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	7	5	12	9	8	16	4	18	6	9	9	4	4	8	3	2	5	...	...	...	...	...	...	...	...	
3. Collisions between goods trains or parts of goods trains	5	25	30	7	30	37	...	...	...	...	...	2	9	11	11	3	14	...	...	...	...	...	...	...	...	
4. Collisions between light engines	...	6	6	1	7	8	...	...	...	...	...	...	3	3	2	7	9	...	...	...	...	...	...	...	...	
5. Passenger trains or parts of passenger trains leaving the rails	6	11	17	6	10	16	1	10	...	...	1	10	12	22	7	9	16	...	...	...	...	...	...	...	...	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	5	62	67	2	73	75	...	...	1	...	1	...	2	49	51	4	33	37	...	...	...	...	...	...	...	
7. Trains or engines travelling in the wrong direction through points	2	42	44	2	52	54	...	...	...	...	...	4	26	30	3	16	19	...	...	...	...	...	...	...	...	
8. Trains running into stations or sidings at too high a speed	2	6	8	...	3	3	...	...	...	...	...	...	5	5	...	9	9	...	...	...	...	...	...	...	...	
9. Trains running over cattle on the line	1	644	645	1	771	772	(a)	(c)	...	...	...	6	671	677	2	847	849	(b)	(d)	...	...	...	...	...	...	
10. Trains running over obstructions on the line	6	46	52	3	43	46	3	2	1	...	4	2	7	30	37	4	26	40	...	...	...	...	...	...	...	
11. Trains running through gates at level-crossings	3	17	20	1	25	27	...	...	...	...	...	1	8	9	...	4	4	...	...	...	...	...	...	...	...	
12. The bursting of boilers of engines	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
12(a). The bursting of tubes, etc., of engines	...	68	68	...	120	120	...	...	1	...	1	...	33	33	...	28	28	...	...	...	...	...	...	...	...	
13. The failure of machinery, springs, etc., of engines	...	189	189	...	256	256	...	...	...	...	...	...	88	88	3	60	60	...	...	...	...	...	...	...	...	
14. The failure of tyres	1	2	2	...	3	3	...	...	...	...	...	...	5	5	1	8	9	...	...	...	...	...	...	...	...	
15. Ditto of wheels	...	2	2	...	2	2	...	...	...	...	...	...	1	1	1	2	2	...	...	...	...	...	...	...	...	
16. Ditto of axle	...	6	6	...	8	8	...	...	...	...	...	3	21	24	5	22	27	...	...	...	...	...	...	...	...	
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	
18. Ditto of couplings	...	41	41	...	92	92	...	...	...	...	...	2	59	61	1	67	68	...	...	...	...	...	...	...	...	
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
20. Broken rails	...	20	20	...	16	16	...	...	...	...	...	...	19	19	1	19	20	...	...	...	...	...	...	...	...	
21. The landing of portions of permanent-way	2	8	10	...	7	7	...	...	...	...	...	1	4	5	3	11	14	...	...	...	...	...	...	...	...	
22. Slips in cuttings or embankments	...	8	8	...	7	7	...	...	...	...	...	1	1	2	1	...	1	...	...	...	...	...	...	...	...	
23. Fire in trains	2	65	67	2	72	74	1	5	...	...	1	5	...	34	34	...	27	27	...	...	...	...	...	...	...	
24. Fire at stations, or involving injury to bridges or viaducts	...	22	22	2	28	30	(a)	2	...	...	2	...	15	21	7	12	19	(b)	(d)	...	...	...	...	...	...	
25. Other accidents	2	86	88	1	107	108	...	...	...	...	...	7	44	51	3	69	72	...	...	...	...	...	...	...	...	
TOTAL FOR THE SIX MONTHS ENDING WITH THE 30TH JUNE 1899	...	...	...	38	1,832	1,870	(c)	(d)	9	16	16	58	...	...	67	1,116	1,183	(e)	(f)	...	...	...	...	...	...	
Average of the three previous corresponding periods of 1895, 1896, and 1897	...	...	...	42	1,385	1,431	(c)	(d)	4	17	15	67	...	...	52	1,142	1,194	(e)	(f)	...	...	...	...	...	...	
Mean mileage worked	12,328											8,493														
Number of servants employed	127,417											59,024														
Train-mileage of all descriptions	26,326,635											11,361,834														
Number of passengers carried	68,059,749											27,504,594														
Passenger-mileage	1,097,193,411											631,880,387														
Per mile open—																										
Train-mileage of all descriptions	2,185											1,340														
Number of passengers carried	3,947											3,298														
Passenger-mileage	162,004											115,538														
Total passengers—																										
Killed per million of passenger-miles	0.123											...														
Injured per million of passenger-miles	0.719											...														
Killed per million of passenger-miles	0.003											...														
Injured per million of passenger-miles	0.016											...														

(a) Not passengers.

(b) Not a passenger.

(c) Out of these, three were not passengers.

(d) Out of these, four were not passengers.

(e) Out of these, one was not passenger.







GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899.

DISTRICTS.	RICE, UNBUSHED.		RICE, BUSHED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui	...	...	19'28	...	...	...	...	...	...	...	...	...
Taroy	...	...	24'32	...	...	...	...	...	...	...	...	...
Moulmein and Amherst	...	...	20'0	...	30'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon	...	...	26'67	...	35'35	...	...	...	...	...	...	...
Thongwa	...	...	20'05	...	...	...	...	...	...	...	...	...
Bassein	...	...	29'5	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada	...	...	24'07	...	...	...	...	...	...	...	...	...
Toungoo	...	...	29'63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay	...	...	30'49	...	27'36	...	...	...	...	...	...	...
Bumo	...	...	...	...	...	...	...	...	...	...	...	...
Pakthiko	...	...	28'19	...	...	...	...	...	...	...	14'81	...
<i>Arahan—</i>												
Kyaukse	...	...	...	...	...	...	...	...	...	...	...	...
Akyah	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara	38'5	30	25	31'85	...	...	...	...	...	...	...	...
Goalah	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong	...	...	25	30	...	...	...	...	...	...	...	...
Dacca	...	...	23'75	24'5	30	48'75	...	...	...	...	...	...
<i>Deltaic—</i>												
Midnapur	...	...	22'5	30	...	...	...	...	...	...	...	...
Calcutta	...	...	30	36	27'5	48'5	...	...	20	30	18'75	27'5
<i>Central—</i>												
Burdwan	...	...	25	30	...	...	...	...	...	...	...	...
Pabna	...	...	21'25	25	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur	...	...	22'5	35	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack	...	...	22'66	24'27	31'27	45'31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna	...	...	19'00	25	19'06	20	...	...	10'04	21'87	16'57	20
<i>Bihar, north—</i>												
Bhagalpur	...	...	22'5	25'78	22'5	15'26	...	...	10'12	28'59	...	...
Muzaffarpur	...	...	26'04	27'5	25	36'25	...	...	11'41	25	...	...
<b>M. W. Provinces—</b>												
<i>Eastern—</i>												
Banaras	14'69	21'06	24'33	27'08	24'01	25'73	28'38	41'27	15'26	24'17	16'25	21'28
<i>Central—</i>												
Cawnpore	16'67	30	27'13	28'35	25	21'33	27'6	26'15	18'99	18'28	17'19	17'4
Jhansi	14'69	20'19	21'08	29'06	27'66	34'01	31'72	40'31	14'53	22'19	15'1	17'09
<i>Western—</i>												
Morad	...	...	23'33	...	22'24	26'25	25'83	...	...	25	...	...
Agia	...	...	27'5	42'19	23'19	26'25	18'75	...	23'75	19'84	14'37	20
<i>Submontane, west—</i>												
Shahjahanpur	...	...	26'67	...	22'40	31'08	...	...	15'33	20	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow	15'58	21'04	28'49	26'67	26'58	35'33	28'49	40	15'36	26'56	16'61	20
<i>Northern—</i>												
Fyzabad	14'69	...	23'33	...	22'21	31'28	...	...	...	23'39	15'75	21'09

\* The figures under "Rice, bushed" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAOI.		MAJER.		GRAM.		ARHAR DAL.		CHH.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tonassary—
												Mergal.
						57'64						Taroy.
						35'75		50'38				Moulmein and Aungmye.
						27'30		38'1				Pegu (delta)—
												Rangoon.
												Thongwa.
						37'88						Bassien.
												Pegu (inland)—
								60'42				Hamada.
						38'1						Toungoo.
												Upper Burma—
						18'30		36'3				Mandalay.
												Bamo.
						20		31'63				Pakokku.
												Arahan—
						38'1		53'33				Kyaukpada.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Cachar.
												Bengal—
						32'5	32'75	25	57'5	400	400	Eastern—
						25				420	380	Chittagong.
												Dacca.
												Delhi—
										340	335	Midnapur.
22'5	27'5			18'5	27'5	27'5	45	32'5	37'5	330	330	Calcutta.
						30	47'5	31'25	41'25	330	300	Central—
						24'00	50	31'25	40	330	380	Bardwan.
												Panna.
				15	25	30	45	40	70	360	300	Northern—
												Ranpur.
						31'72	36'25	19'00	25'50	360	340	Orissa—
												Cuttack.
				11'30	17'5	15	35'00	31'25		280	260	Bihar, south—
												Patna.
				13'12	18'30	18'30	42'19	19'50	28'30	360	300	Bihar, north—
		14'33	20	14'53	20	15'30		25	50	304'60	266'50	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
27'5	35'7			13'85	21'41	16'04	38'7	23'90	36'90	314'79	300'78	Eastern—
												Benares.
16'67	18'10			14'70	17'07	17'76	30'78	22'24	42'13	278'28	235'89	Central—
11	20			17'34	18'44	16'04	30'10	31'25		266'50	240	Cawnpore.
												Jhansi.
				14'70		19'00	38'25			290'68		Western—
												Morad.
16'36	21'09			13'44		16'35	35'60	23'5	53'28	270	266'50	Agra.
15'00	20'26					17'03		18'36		296'25 and 300	265	Submontane, east—
												Shahjahanpur.
												Oudh—
17'34	21'04			14'84	20	20'47	40	22'19		300	280	Southern—
												Lucknow.
				14'06	20'27	19'06	35'12	20		205	255'60	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 2ND HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	GOL.		SALT.		TOBACCO LEAF.		TURMERIC.		GRAM.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>BURMA—</b>												
<i>Synasserim—</i>												
Mergui . . . . .	...	...	18'05	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	27'36	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25'09	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	19'05	...	...	...	...	...	...	...	...	...
Tbhangwa . . . . .	...	...	20'39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22'61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Meiktila . . . . .	...	...	35'18	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	27'01	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31'05	...	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pekokha . . . . .	...	...	24'71	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	38'1	...	...	...	...	...	...	...	...	...
<b>ASSAM—</b>												
<i>Brakmaputra—</i>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Carabati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>BENGAL—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	35	40	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36'25	37'5	70	65	...	...	2'5	2'5	...	...
<i>Deltaic—</i>												
Mirdaspur . . . . .	...	...	35	36'50	60 and 82'5	47'5 and 62'5	...	...	...	...	1'56	1'5
Calcutta . . . . .	...	...	33'75	35'02	60	70	...	...	8'25	7'5	6'25	5'60
<i>Central—</i>												
Bardwan . . . . .	...	...	35'12	35	...	...	...	...	...	...	1'87	1'5
Pabna . . . . .	...	...	36'75	36'06	75	70	...	...	...	...	7'5	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	40	40	80	60	...	...	3'75	1'7(2)	5	1'7(2)
<i>Orissa—</i>												
Cuttack . . . . .	...	...	20	30'02	45	80	...	...	5'57	5'50	3'75	2'22
<i>Bihar, south—</i>												
Patna . . . . .	...	...	23	36'25	30	30	...	...	2'5	3'75	2'5	3'75
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	34'17	37'5	50	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	34'00	36'25	100	100	...	...	...	...	...	...
<b>N.-W. PROVINCES—</b>												
<i>Eastern—</i>												
Benares . . . . .	28'23	38'59	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cannore . . . . .	33'33	40	...	...	52'8	65	117'5	97'5	...	...	...	...
Jhansi . . . . .	40	...	...	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	28'54	40	...	...	...	...	123'07	...	...	...	...	...
Agro . . . . .	37'5	40	...	...	40 to 80	...	100	...	5	...	5'33	...
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	50'21	38'07	...	...	...	...	...	105 and 110	...	...	...	...
<b>UDH—</b>												
<i>Southern—</i>												
Lucknow . . . . .	30'78	40	...	...	71'5	75	...	...	3'33	4'01	4'01	5
<i>Northern—</i>												
Fyzabad . . . . .	28'59	...	...	...	...	...	...	...	...	2'61	...	...

(a) Per bundle.







## WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHULLED.		RICE, HULLED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Southern—</i>												
Ajmer . . . . .	33'33	33'33	...	...	29'53	30'06	...	...	20'47	24'37	20	22'10
<b>Punjab—</b>												
<i>Southern—</i>												
Ferozepur . . . . .	15'25	20	40	90	21'04	22'3	23'62	35	12'3	22'3	15'29	21'87
<i>Central—</i>												
Lahore . . . . .	16'09	26'5	28'50	40	21'35	20'9	24'95	25'53	11'61	21'87	15'35	21'35
<i>South-eastern—</i>												
Dulki . . . . .	30	25	30'78	26'25	22'24	25'35	26'67	41'04	15'35	21'04	15'3	20
<i>Submontane—</i>												
Amritsar . . . . .	17'03	25	31'78	45'73	20'52	30'78	23'54	24'79	...	...	...	21'04
<i>Northern—</i>												
Rawalpindi . . . . .	18'52	25	47'66	53'35	23'12	32'03	25'25	24'79	18'92	21'61	11'25	21'04
<i>Western—</i>												
Multan . . . . .	12'10	18'73	24'22	31'33	24'58	35'53	30'15	37'97	14'24	20	12'81	23'29
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	30'21	30	28'73	28'73	...	...	19'05	25	17'81	23'73
Shikarpur . . . . .	...	...	...	...	24'60	33'91	...	...	...	22'19	14'05	20
Quetta . . . . .	...	...	...	...	25 20 20	40	60	65	20'50	28'75	17'3	25
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	35'82	...	...	...	...	...	19'41
Sholapur . . . . .	...	...	24'84	...	...	...	...	...	...	...	24'22	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	28'75	...	...	...	...	...	...	...
Dhule . . . . .	...	...	...	...	30'53	...	...	...	...	...	24'79	20'35
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	23'12	...	...	...	...	...	16'35	25'64
Ahmedabad . . . . .	21'25	21'25	24'27	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	25	25	28	35	23'31	35	...	...	15'31	20
<i>Central—</i>												
Jabalpur . . . . .	20	22'25	21'62	27'35	25'21	35'27	28'25	42'13	...	...	16	19'05
<i>Eastern—</i>												
Raipur . . . . .	...	...	20	20	22	35	31	40	...	...	...	...
<b>Bihar—</b>												
Bhain . . . . .	...	...	...	...	34'25	34'4	...	...	...	...	12'5	21'16
Bilchpur . . . . .	...	...	61'33	66'62	40	53'3	50	57'41	...	...	15'37	20
Amritoti . . . . .	...	...	40	40	36'35	50	44'44	...	...	...	13'33	...
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	21	20'5
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15'5	20
<i>Cuddapah</i>												
Karnal . . . . .	17'8	27'9	24'1	27	...	...	...	...	...	...	15'8	20'7
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	17'9	21'1	25'3	24'8	...	...	...	...	...	...	...	...
Tanjore . . . . .	14'9	28'4	25	24'1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madura . . . . .	...	...	...	...	...	...	...	...	...	...	21'6	20'5
<b>Mysore—</b>												
Mysore . . . . .	18'91	26'47	32'91	41'22	33'31	50'94	48'37	54'25	...	...	...	18'99
Bangalore . . . . .	13	19'6	38'25	54'27	38'25	58'8	48	54'58	...	...	15'59	21'51



The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DÁL.		GRL.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'06	25	...	...	20	21'56	24'05	38'13	...	...	320	305	Rajputana— Eastern— Ajmere.
90	21'87	...	...	14'27	21'25	16'67	32'5	36'35	57'5	295	310	Punjab— Southern— Ferozpur.
26'98	21'36	...	...	13'34	21'36	17'13	31'57	30'78	55'16	320	328'44	Central— Lahore.
18'59	20	...	...	14'53	21'04	18'59	34'79	27'6	47'03	252'81	320	South-eastern— Delhi.
...	...	...	...	13'5	21'77	15'59	28'66	...	...	...	...	Submontane— Amritsar.
18'12	24'22	...	...	17'34	22'19	17'51	35'52	33'33	60'36	277'03	290'94	Northern— Rawalpindi.
26'67	25	...	...	14'06	22'19	20	30'35	...	...	320	320	Western— Multan.
20'88	27'34	...	...	...	...	24'05	37'51	38'75	65	245	330	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	20	30	...	...	40	...	201'25 280 to 300	330	
28'56	30'99	...	...	...	...	19'74	25'36	24'06	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
16'31	...	...	...	...	...	...	...	...	...	...	...	Khondesh— Ahmadnagar. Dhulia.
32'5	27'4	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	30	41	20	31	333'31	318	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	16'69	33'31	25	33'31	260	245	Central— Jubbulpore.
...	...	...	...	...	...	14	36	25	43	273	260	Eastern— Raipur.
23	40	...	...	...	...	29'62	30	29'62	33'33	300	320	Berar— Bijim. Wichpur. Amkoti.
16'07	20'78	...	...	...	...	23	32	20'67	30'78	290	286	
26'8	20	...	...	...	...	39'2	56'9	...	...	380'4	400	Madras— South, central— Coimbatore. Salem.
...	...	20'4	22	...	...	...	...	22'2	28'6	308'2	351'4	
...	...	...	...	...	...	25	56	20	...	253'6	377'1	Central— Bellary.
18'4	37	...	...	...	...	...	...	...	...	228'4	300	Cuddapah. Karnul.
...	...	19	29'5	...	...	...	...	16'1	37'3	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	30'1	39'8	...	...	283'9	329'1	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	13'7	26	...	...	...	...	...	...	...	...	Southern— Madras.
...	...	...	...	...	...	...	...	25'6	28'3	...	...	Mysore— Mysore. Bangalore.
...	...	21'35	21'35	...	...	13'01	27'29	22'69	68'07	330'25	346'02	
...	...	15'69	24'82	...	...	16'69	35'28	47'25	50'15	399'5	411'5	



## WHOLESALE PRICES FOR THE 2nd HALF OF JANUARY 1898 AND 1899—continued

DISTRICTS.	GOL.		SALT.		TOBACCO LEAF.		TURMERIC.		GRAMS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	47'81	47'81	...	...	...	...	...	...	10	5	10	5
<b>Punjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'28	4'37	3'28	5
Central—												
Lahore . . . . .	...	...	...	...	53'33	57'13	110'31	123'07	8'03	10	4'43	5
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	123'07	123'07	7'07	0'67	7'07	8'04
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4'01	5'73
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	733'18	100	4'01	5	5	5'13
Western—												
Multan . . . . .	...	...	...	...	100	100	145'47	133'33	4'01	3'33	5	5'60
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	60	68	...	...	120	...	125	105	...	...	...	...
Shikarpur . . . . .	37'81	40'16	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Solapur . . . . .	54'93	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	51'77	...	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	66'67	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	30	28'56	60	60	140	120	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	40	40	120	180	90	90	...	...	...	...
<b>Bihar—</b>												
Báim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Etahpur . . . . .	...	...	...	...	200	320	130	75'89	4	3	...	...
Arrah . . . . .	...	...	...	...	120	200	140	120	31(a)	25(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	57'0	81'9	...	...	...	...	...	131'3	...	...	...	...
Salem . . . . .	...	...	...	...	119'8	111'2	89'2	31'6	...	...	5'8	6'9
Central—												
Belary . . . . .	39'0	47'3	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Karaul . . . . .	...	...	...	...	52'7	66'7	74'8	66'7	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	4'4	5'1
East Coast, south—												
Madras . . . . .	55'9	57'6	...	...	139'9	131'2	98'8	37'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tuchinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
Southern—												
Madras . . . . .	...	...	...	...	106'8	111'7	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	69'50	68'56	...	...	374	374	140'25	116'87	10'71	10'71	7'14	7'14
Bangalore . . . . .	45'81	51'36	...	...	351	342'75	170'81	85'69	9'06	3'5	10	13'71

(a) Per 100 pulles weighing on an average 150 lbs.



The figures represent prices per ten mounds in rupees and decimals of a rupee.)

JAWAR STALKS.		BRUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	3	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'01	4'37	...	...	30	30	...	...	75	75	Punjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	113	105	Central— Lahore.
7'07	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	85	...	...	...	...	...	Submontane— Amritsar.
4'01	6'67	...	...	60	55	...	...	60	60	Northern— Rawalpindi.
5'68	4'01	...	...	30	30	...	...	70	70	Western— Multan.
...	...	...	...	...	87'5	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7'5	9'32	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmednagar. Dhule.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	37	...	...	42	37	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Bihar— Rasim. Ellichpur. Arrah.
3'33(a)	3'3	...	...	50	50	...	...	60	60	
...	...	...	...	50	50	...	...	70	90	
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salem.
4'5	2'5	...	...	90	85	90	85	60	60	Central— Bellary. Cuddalore. Karaul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	...	...	Southern— Madura.
...	...	...	...	...	...	...	...	40	40	
...	...	...	...	...	...	...	...	...	...	Mysore— Mysore. Bangalore.

(a) For 100 pullets weighing on an average 748 lbs.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

R. H. RISLEY,  
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.  
March 9, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899. (*The figures represent*

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CHHOLU ( <i>Pennisetum spicatum</i> ).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>BURMA—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	11 8	12 —	12 14	13 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Moulmein and Amherst . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 8	10 3	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 4	10 4	...	...	11 —	11 —	14 —	14 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 5	11 15	11 15	...	...	...	...
Bassam . . . . .	...	...	...	...	12 7	12 7	12 15	12 15	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	10 15	12 7	14 15	14 6	...	...	...	...
Prome . . . . .	...	...	...	...	10 12	10 12	13 4	13 5	...	...	...	...
Yongoo . . . . .	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayethary . . . . .	13 6	13 6	...	...	11 10	11 10	13 5	13 5	37 9	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	13 14	13 14	...	...	10 15	11 6	11 6	11 —	...	...	...	...
Bamo . . . . .	...	...	...	...	11 2	11 2	13 0	13 0	...	...	...	...
Yakokku . . . . .	...	...	...	...	10 10	10 10	12 5	12 5	27 —	27 —	...	...
Mektila . . . . .	...	...	...	...	13 9	13 9	17 8	17 8	...	22 15	...	...
<i>Arakan—</i>												
Saundray . . . . .	...	...	...	...	10 1	10 1	23 5	24 11	...	...	...	...
Kyaukpada . . . . .	...	...	...	...	13 8	13 —	14 13	13 —	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>ASSAM—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	14 8	13 5	16 —	16 7	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	8 —	7 12	15 12	13 14	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 6	5 —	...	...	5 4	5 —	7 4	7 —	...	...	...	...
Laro Hills . . . . .	...	...	...	...	5 —	5 —	11 —	10 —	...	...	...	...
Mamper . . . . .	...	...	...	...	30 —	30 —	35 —	35 —	...	...	...	...
<i>Assam—</i>												
Goalpara . . . . .	20 —	20 —	...	...	6 —	6 —	16 —	17 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	10 —	10 —	10 —	10 —	...	...	...	...
Warang . . . . .	8 —	8 —	...	...	11 8	11 —	14 6	14 —	...	...	...	...
Bungong . . . . .	...	...	...	...	5 —	5 —	13 —	13 —	...	...	...	...
Silongar . . . . .	...	...	...	...	6 —	6 —	13 8	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	13 —	13 —	...	...	...	...
<b>BENGAL—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	13 —	13 —	...	...	...	...
<i>Eastern—</i>												
Bachangaj . . . . .	...	...	...	...	12 —	13 4	13 —	13 4	...	...	...	...
Nonkhaj . . . . .	...	...	...	...	14 —	14 8	14 4	13 8	...	...	...	...
Chitragong . . . . .	...	...	...	...	10 10	10 10	15 12	15 12	...	...	...	...
Tippura . . . . .	...	...	...	...	12 —	12 —	14 —	14 —	...	...	...	...
Dacca . . . . .	11 10	13 —	20 —	20 —	12 8	10 —	16 4	10 14	...	...	...	...
Maimoningsh . . . . .	13 8	13 8	10 —	10 —	10 10	10 10	16 —	16 —	...	...	...	...
<i>Deltaic—</i>												
Khalia . . . . .	...	...	...	...	14 4	13 —	17 4	16 —	...	...	...	...
ag-Parganas . . . . .	...	...	...	...	10 —	10 8	14 8	15 —	...	...	...	...
Midnapur . . . . .	11 4 to 12 8	12 8 to 16 —	...	...	10 8 and 14 —	10 8	16 4	17 6	...	...	...	...
Howrah . . . . .	...	...	...	...	9 14 and 10 8	9 14 and 10 8	13 — and 14 12	13 5 and 15 —	...	...	...	...
Calcutta . . . . .	13 —	13 —	17 18	17 12	8 —	8 —	14 4	14 4	17 12	17 12	16 —	10 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Naom (Kishinagarh) . . . . .	14 8	14 8	22 13	22 13	6 10	6 10	14 11	15 9	...	...	...	...
Jessore . . . . .	10 —	10 —	12 —	12 —	10 10	10 10	14 —	14 —	...	...	...	...
Barisal . . . . .	17 —	17 —	20 —	20 —	7 —	7 —	19 —	19 —	...	...	...	...



the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MARWA OR BAGI ( <i>Echinochloa</i> ).		KARNI OR KARUN, ITALIAN MILLET ( <i>Setaria italica</i> ).		GRAM, CHENNA, CHOLA, KADALAY OR KUNAGA ( <i>Cicer arctifolium</i> ).		MAIZE ( <i>Zea Mays</i> ).		ANJUR, OR THUR, CAJAN PRA ( <i>Cajanus indicus</i> ).		SALT.		Districts.
Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	
001	000	000	000	000	000	000	000	000	000	15	15	Burma— Tannier— Mergoi, Tavoy, Moulmein and Amherst.
002	001	001	001	001	001	001	001	001	001	14	14	
003	002	002	002	002	002	002	002	002	002	14	14	
004	003	003	003	003	003	003	003	003	003	14	14	Pegu (deltaic)— Pegu, Rangoon, Thongwa, Bassein.
005	004	004	004	004	004	004	004	004	004	14	14	
006	005	005	005	005	005	005	005	005	005	14	14	
007	006	006	006	006	006	006	006	006	006	14	14	Pegu (inland)— Tharawadi, Henzada, Prome, Toungoo, Thayetmye.
008	007	007	007	007	007	007	007	007	007	14	14	
009	008	008	008	008	008	008	008	008	008	14	14	
010	009	009	009	009	009	009	009	009	009	14	14	Upper Burma— Mandalay, Bamo, Pakokka, Meiktila.
011	010	010	010	010	010	010	010	010	010	14	14	
012	011	011	011	011	011	011	011	011	011	14	14	
013	012	012	012	012	012	012	012	012	012	14	14	Arakan— Sandoway, Kyaukpada, Akyab.
014	013	013	013	013	013	013	013	013	013	14	14	
015	014	014	014	014	014	014	014	014	014	14	14	
016	015	015	015	015	015	015	015	015	015	14	14	Assam— Sura— Sylhet, Cachar.
017	016	016	016	016	016	016	016	016	016	14	14	
018	017	017	017	017	017	017	017	017	017	14	14	
019	018	018	018	018	018	018	018	018	018	14	14	Hill tracts— Khet and Jaintia Hills, Garo Hills, Maidpur.
020	019	019	019	019	019	019	019	019	019	14	14	
021	020	020	020	020	020	020	020	020	020	14	14	
022	021	021	021	021	021	021	021	021	021	14	14	Brahmaputra— Goalpara, Kamrup, Darrang, Nowgong, Sibsagar, Lakhimpur.
023	022	022	022	022	022	022	022	022	022	14	14	
024	023	023	023	023	023	023	023	023	023	14	14	
025	024	024	024	024	024	024	024	024	024	14	14	Bengal— Eastern hill tracts— Naga Hills.
026	025	025	025	025	025	025	025	025	025	14	14	
027	026	026	026	026	026	026	026	026	026	14	14	
028	027	027	027	027	027	027	027	027	027	14	14	Eastern— Buckerganj, Noakhali.
029	028	028	028	028	028	028	028	028	028	14	14	
030	029	029	029	029	029	029	029	029	029	14	14	
031	030	030	030	030	030	030	030	030	030	14	14	Chittagong, Tippera, Dacca, Maimensingh.
032	031	031	031	031	031	031	031	031	031	14	14	
033	032	032	032	032	032	032	032	032	032	14	14	
034	033	033	033	033	033	033	033	033	033	14	14	Deltic— Khulna.
035	034	034	034	034	034	034	034	034	034	14	14	
036	035	035	035	035	035	035	035	035	035	14	14	
037	036	036	036	036	036	036	036	036	036	14	14	24-Parganna.
038	037	037	037	037	037	037	037	037	037	14	14	
039	038	038	038	038	038	038	038	038	038	14	14	
040	039	039	039	039	039	039	039	039	039	14	14	Midnapur.
041	040	040	040	040	040	040	040	040	040	14	14	
042	041	041	041	041	041	041	041	041	041	14	14	
043	042	042	042	042	042	042	042	042	042	14	14	Howrah.
044	043	043	043	043	043	043	043	043	043	14	14	
045	044	044	044	044	044	044	044	044	044	14	14	
046	045	045	045	045	045	045	045	045	045	14	14	Calcutta, Hooghly, Nadia (Krishnaganj), Jessore, Faridpur.
047	046	046	046	046	046	046	046	046	046	14	14	
048	047	047	047	047	047	047	047	047	047	14	14	

• Not procurable.



## RETAIL PRICES FOR THE 2ND HALF OF JANUARY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHOLAH (Sorghum indicum).		Bajra or Gujni (Pennisetum spretum).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bankura . . . . .	25 12	15 12	—	—	13 2	13 12	18 12	20 —	—	—	—	—
Bardwan . . . . .	24 8	14 8	—	—	13 —	13 —	16 —	16 —	—	—	—	—
Birbhum . . . . .	13 8	15 —	—	—	12 10	12 10	16 —	15 12	—	—	—	—
Murshidabad . . . . .	17 —	18 —	28 8	27 —	14 —	15 —	17 8	17 —	—	—	—	—
South Parganas . . . . .	12 8	18 8	30 —	25 —	14 —	13 4	20 —	19 —	—	—	—	—
Patna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	18 12	18 —	—	—	—	—
Bogra . . . . .	18 12	15 12	—	—	15 —	15 —	22 8	22 8	—	—	—	—
Rajshahi . . . . .	16 8	18 —	24 —	24 —	12 —	12 —	17 4	17 4	—	—	—	—
Malda . . . . .	25 —	18 —	—	—	11 —	10 —	18 —	17 —	—	—	—	—
<i>Northern—</i>												
Dumkai . . . . .	12 —	12 —	—	—	10 —	8 4	13 12	15 8	—	—	—	—
Dinajpur . . . . .	16 —	17 4	16 —	16 —	13 —	13 —	20 —	21 10	—	—	—	—
Jalpaiguri . . . . .	13 —	13 —	—	—	5 —	5 —	16 —	15 —	—	—	—	—
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	3 8	3 8	14 —	15 —	—	—	—	—
<i>Coast—</i>												
Puri . . . . .	10 8	20 8	—	—	8 —	7 14	18 4	16 4	—	—	—	—
Cuttack . . . . .	11 12	21 12	—	—	10 8	10 8	15 8	15 1	—	—	—	—
Balasore . . . . .	13 —	13 —	10 —	10 8	13 —	13 —	16 —	16 —	—	—	—	—
<i>Chota-Nagpur—</i>												
Singbhum . . . . .	8 —	8 —	—	—	16 —	16 —	20 —	20 —	—	—	—	—
Manbhum . . . . .	14 —	14 —	16 —	20 —	14 —	15 —	20 —	21 8	22 —	26 —	—	—
Keonjhar . . . . .	14 —	14 —	18 —	18 —	10 —	10 —	20 —	19 8	—	—	—	—
Falguni . . . . .	14 —	14 —	13 12	24 12	13 —	13 —	21 6	20 12	—	—	—	—
Santhalpuri . . . . .	13 —	13 10	22 —	24 —	7 —	10 —	17 12	17 8	—	—	—	—
<i>Bihar, south—</i>												
Bonghsa . . . . .	16 —	16 —	—	18 —	12 —	12 —	16 —	16 —	—	—	—	—
Patna . . . . .	18 —	17 —	30 —	32 8	10 —	10 —	18 8	18 —	20 —	23 —	—	—
Patna . . . . .	20 —	20 —	30 —	35 —	16 —	16 —	20 —	21 8	23 —	24 —	—	—
Shahabad . . . . .	17 —	17 —	27 —	—	10 —	10 —	15 —	14 —	—	—	—	—
Bihar, north—	18 —	18 —	—	—	10 —	10 —	16 —	17 —	—	—	—	—
Kumaon . . . . .	16 —	16 —	—	—	15 —	15 8	18 —	18 —	—	—	—	—
Bhagalpur . . . . .	17 12	17 10	30 4	30 8	12 10	11 4	17 12	17 10	—	—	—	—
Madhupur . . . . .	18 —	16 —	25 —	25 —	8 8	8 8	15 —	15 —	—	—	—	—
Chhapra . . . . .	16 —	16 —	25 —	25 —	8 —	8 —	15 —	15 —	—	—	—	—
Chhapra . . . . .	18 —	17 12	30 —	30 —	10 12	10 12	17 8	17 8	20 —	21 —	—	—
Chhapra . . . . .	16 —	16 —	22 8	22 8	7 —	6 8	15 8	16 —	—	—	—	—
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Buxar . . . . .	15 8	15 8	20 —	21 —	10 —	10 —	15 —	15 —	14 —	21 —	21 —	21 —
Bhagalpur . . . . .	15 7	15 3	24 12	25 —	8 7	8 11	15 2	14 12	24 1	24 14	24 12	24 12
Chhapra . . . . .	15 12	16 0	22 12	23 12	7 —	7 —	12 12	14 8	24 8	24 8	24 6	24 4
Jaunpur . . . . .	16 8	16 8	26 8	26 8	6 4	6 4	10 —	10 —	26 8	26 8	26 —	26 —
Allahabad . . . . .	15 —	15 —	23 8	23 —	9 —	10 —	13 —	14 —	24 —	24 8	23 —	24 —
<i>Central—</i>												
Banm . . . . .	14 —	15 8	20 —	25 —	5 8	5 8	14 8	15 —	22 —	28 —	22 8	25 —
Banm . . . . .	15 —	16 4	24 —	24 8	8 —	9 —	16 —	16 —	22 8	26 4	22 —	26 8
Banm . . . . .	14 —	15 —	24 —	24 —	7 —	7 —	12 —	13 —	23 —	27 —	24 —	25 —
Banm . . . . .	13 —	15 4	24 —	24 —	8 —	8 —	13 —	13 —	24 —	27 —	24 —	26 —
Banm . . . . .	15 4	16 12	24 —	27 —	7 —	7 —	13 12	13 12	24 8	27 12	24 8	25 8
Banm . . . . .	14 8	15 12	27 4	28 —	7 12	7 12	12 4	12 4	26 4	29 —	26 —	28 8
Banm . . . . .	16 8	16 —	24 4	26 8	5 —	5 —	13 —	13 —	24 12	27 8	24 4	26 4
Farrukhabad . . . . .	13 1	19 1	27 4	30 11	4 12	4 12	12 4	12 4	24 6	27 4	25 14	27 4
Mainpuri . . . . .	18 2	19 4	27 8	29 8	—	—	11 —	11 —	24 8	27 8	27 8	29 —
Kan . . . . .	19 —	19 11	35 8	34 13	4 8	—	15 8	15 —	31 8	31 12	28 4	27 12
<i>Western—</i>												
Meerut . . . . .	12 8	17 —	24 —	25 —	5 —	4 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	12 —	17 —	27 —	29 —	6 —	6 —	12 —	11 —	27 —	26 —	23 —	23 8
Kan . . . . .	12 4	18 8	24 —	30 12	6 4	6 4	12 12	11 12	26 4	29 8	24 8	24 14
Aligarh . . . . .	14 —	16 —	31 —	30 —	5 —	5 8	—	—	25 —	25 —	25 4	25 —
Bareilly . . . . .	15 12	19 4	31 8	31 —	6 —	5 —	12 —	12 —	29 12	30 8	25 12	25 —
<i>Doon, east—</i>												
Ran . . . . .	16 8	16 8	23 —	23 —	6 8	6 8	15 —	15 —	25 —	26 —	20 —	21 —
Ran . . . . .	16 8	16 8	24 —	24 12	4 7	4 7	16 10	16 10	25 1	—	—	—
Ran . . . . .	19 12	19 12	25 12	25 12	4 6	4 6	16 10	16 10	26 4	26 1	23 6	23 6
Ran . . . . .	20 8	19 12	25 —	24 —	15 —	15 12	15 8	15 12	—	—	—	—



(Represent the number of sars (of 50 talas) and chittacks sold for one rupee.)

MAHUA OR BADI (Eleo- stera coccinea).		KAMONI OR BAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHHUNNA, CHOLA, KADALAY OR BUNAGA (Lycopersicon).		MAIZE (Zea Mays).		ARHAR, OR TUR, CASSIA PBA (Cajanus indica).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				15	14			13	12	10	10	Bengal—continued.
				20	20			14	14	13	12	Central—
				18	18			13	8	10	8	Bankura.
				26	8	26	8		27	21	9	Bardwan.
				18	19	36	36	24	24	10	10	Birbhum.
				16	8	16	8	12	8	9	12	Marshidabad.
				15	12	16	12			9	12	Santbal Parganna.
				24	24			24	and	9	12	Pabna.
				22	22			15		10	9	Hogra.
				16	16	24	24	9	9	9	9	Rajshahi.
				19	10			12	12	10	10	Malda.
				17	10			12	12	10	10	Northern—
				10	11	32	24	8	8	8	8	Rangpur.
17	14			15	14	7		17	17	13	12	Dinajpur.
				17	11	17	11	12	12	10	10	Jalpaiguri.
				13	14			10	8	11	8	Hills—
				9	9			16	16	7	7	Darjiling.
				17	17			21	21	10	10	Orissa—
				20	19			21	21	10	10	Puri.
32	32			10	10			27	25	12	17	Cuttack.
32	32			24	20			23	10	9	8	Balasore.
32	32			24	25	3	3	23	10	9	8	Chota-Nagpur—
25	24			21	22	23	24	20	17	9	9	Singbhum.
				20	20	31	30	19	20	10	10	Manbhum.
				27	27	30	35	16	21	10	10	Lohardaga.
				26	26	34	35	15	26	10	10	Palamu.
				24	24	24	24	20	20	10	10	Hazaribagh.
				25	25	28	30	20	20	10	10	Bihar, south—
				16	16			10	17	10	8	Monghyr.
				21	22	10	4	35	8	12	8	Gaya.
				20	20	26	8	16	23	10	8	Patna.
				23	25	27	8	15	24	10	12	Shahabad.
				24	24	26	27	14	24	10	12	Bihar, north—
				21	21	26	27	14	24	10	12	Purnea.
				21	21	26	27	14	24	10	12	Dhawalpur.
				21	21	26	27	14	24	10	12	Darbhanga.
				21	21	26	27	14	24	10	12	Muzaffarpur.
				21	21	26	27	14	24	10	12	Saran.
				21	21	26	27	14	24	10	12	Champaran.
				21	21	26	27	14	24	10	12	N.-W. Provinces—
				21	21	26	27	14	24	10	12	Eastern—
				21	21	26	27	14	24	10	12	Mirzapur.
				21	21	26	27	14	24	10	12	Besant.
				21	21	26	27	14	24	10	12	Ghazipur.
				21	21	26	27	14	24	10	12	Jaunpur.
				21	21	26	27	14	24	10	12	Allahabad.
				21	21	26	27	14	24	10	12	Central—
				21	21	26	27	14	24	10	12	Banda.
				21	21	26	27	14	24	10	12	Katihar.
				21	21	26	27	14	24	10	12	Hazratpur.
				21	21	26	27	14	24	10	12	Jaunpur.
				21	21	26	27	14	24	10	12	Cawnpore.
				21	21	26	27	14	24	10	12	Jaunpur.
				21	21	26	27	14	24	10	12	Kanpur.
				21	21	26	27	14	24	10	12	Farukhabad.
				21	21	26	27	14	24	10	12	Mainpuri.
				21	21	26	27	14	24	10	12	Kan.
				21	21	26	27	14	24	10	12	Western—
				21	21	26	27	14	24	10	12	Meerut.
				21	21	26	27	14	24	10	12	Agra.
				21	21	26	27	14	24	10	12	Muz.
				21	21	26	27	14	24	10	12	Aligarh.
				21	21	26	27	14	24	10	12	Bulandshahr.
				21	21	26	27	14	24	10	12	Supernatant, east—
				21	21	26	27	14	24	10	12	Dallu.
				21	21	26	27	14	24	10	12	Assam, east—
				21	21	26	27	14	24	10	12	Lunacpur.
				21	21	26	27	14	24	10	12	Assam.



## RETAIL PRICES FOR THE and HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU ( <i>Sorghum bicolor</i> ).		Bajra or GURU ( <i>Pennisetum spicata</i> ).	
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Best sort.		Common.		Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
					Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.				
N.-W. Provinces—contd.												
Submontane, west—												
Shahjahanpur	18 —	20 4	29 —	33 —	—	5 4	15 —	16 —	—	—	25 —	28 4
Bohawal	18 8	18 8	31 —	32 —	8 —	8 —	15 —	15 —	20 —	20 —	23 8	24 8
Pilibhit	18 8	18 8	33 8	35 —	5 4	5 4	16 6	16 8	20 —	20 —	23 —	23 —
Bareilly	16 1/2	17 8	26 4	25 —	5 —	5 —	12 8	12 8	20 4	20 4	23 2	25 —
Aligarh	18 8	19 —	28 8	28 8	5 4	5 4	13 12	13 12	27 8	31 4	24 —	23 12
Bijnor	17 2	18 —	28 2	29 —	4 6	4 8	13 8	13 8	—	—	21 10	22 8
Muzaffarnagar	18 9	19 6	26 6	26 6	—	—	12 1	12 1	25 5	26 6	22 —	22 —
Saharanpur	18 2	19 13	28 3	29 0	4 11	4 13	11 13	11 13	23 10	23 10	24 11	24 11
Dehra-Dun	18 6	18 —	30 8	30 8	7 —	7 4	12 8	12 8	23 —	23 —	23 —	23 —
Hills—												
Naini Tal	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	12 8	13 8	18 —	18 —	3 —	3 —	11 —	11 —	—	—	—	—
Gadhwal	10 —	10 —	12 —	12 —	0 —	0 —	10 —	10 —	—	—	—	—
Oudh—												
Southern—												
Partabgarh	18 —	18 —	29 —	30 —	—	—	16 —	16 —	20 —	20 —	25 —	24 —
Sultanpur	20 —	20 —	27 —	28 8	10 —	10 —	18 —	19 —	20 —	20 —	20 —	21 —
Reo-Hatoli	19 —	19 8	26 —	25 —	5 —	5 —	17 —	17 —	23 —	23 —	22 —	20 —
Lahore	15 —	17 —	23 —	20 —	8 —	8 —	16 —	16 —	21 —	23 8	22 —	23 8
Lucknow	16 —	17 8	25 8	30 —	5 4	5 4	13 8	15 —	24 8	27 —	22 8	26 8
Hardoi	16 —	18 8	28 —	33 —	—	—	16 —	20 —	27 —	30 —	28 —	30 —
Northern—												
Lyallpur	17 —	18 —	20 —	20 —	12 —	12 —	16 —	16 —	23 —	26 —	24 —	24 —
Barabanki	15 8	18 —	23 —	24 —	—	—	13 9	15 —	22 —	24 —	22 —	24 —
Connaught	18 12	19 4	22 —	24 —	—	—	16 12	16 4	33 8	32 8	26 —	26 —
Meerut	19 —	20 —	25 —	30 —	7 —	7 —	16 —	17 —	34 —	37 —	28 —	28 —
Shahjahanpur	17 4	19 8	30 —	32 —	5 —	5 —	14 —	16 —	26 —	34 —	26 —	26 —
Muzaffarnagar	17 —	20 —	38 —	40 —	5 —	5 —	16 —	16 —	35 —	40 —	30 —	32 —
Rajputana—												
Eastern—												
Partabgarh	18 12	19 8	—	31 4	7 —	6 4	12 8	11 7	—	37 8	18 12	18 12
Banswara	13 12	13 12	15 —	15 —	6 4	6 4	12 8	12 13	—	—	—	—
Mewar (Udaipur)	15 10	15 5	23 —	21 10	8 9	8 9	8 15	8 15	23 2	11 5	13 10	14 1
Hilly tracts of Mewar (Dungarpur)	16 4	16 —	23 —	23 —	7 —	7 —	10 —	10 —	—	—	—	—
Sirohi	13 —	13 8	20 —	20 —	5 4	5 4	6 —	6 —	13 —	13 —	15 —	15 —
Bikaner	14 1/2	14 1/2	21 1/2	21 1/2	6 1/2	6 1/2	9 1/2	8 8	20 8	19 1/2	10 1/2	11 1/2
Ajmer	14 24	14 5	20 24	20 54	6 54	6 54	9 24	9 24	20 8	20 8	18 —	18 —
Alwar	15 12	15 12	19 12	19 14	6 —	5 12	7 8	7 9	16 —	16 —	14 13	15 4
Kishanganj	14 8	14 8	20 4	20 —	6 —	6 —	7 —	7 8	21 12	21 12	—	17 8
Bundi	18 10	18 —	32 12	32 8	6 8	6 8	8 8	8 —	31 12	37 —	21 —	21 8
Kotah	20 4	20 —	30 4	32 —	6 4	6 4	6 12	6 12	20 8	20 8	20 —	21 12
Jhalawar	15 12	17 12	37 7	35 2	7 12	7 12	12 12	12 12	34 2	35 12	20 12	21 12
Jodhpur	14 —	14 —	22 4	22 4	4 —	4 —	7 —	7 —	23 8	23 12	18 —	20 8
Jaisalmer	12 8	12 4	20 12	20 12	4 4	4 4	6 8	6 8	22 —	22 —	18 12	18 12
Kerani	16 4	15 12	23 12	20 10	10 5	10 5	11 9	11 9	23 12	20 6	23 12	24 11
Dholpur	16 7 1/2	16 7 1/2	27 1/2	25 2	9 —	9 —	10 2	10 2	23 12	20 12	20 12	21 12
Bharatpur	16 4	16 11	30 4	30 1	5 —	5 —	8 —	8 —	32 8	32 7	27 3	28 2
Alwar	16 —	16 —	23 5	23 10	5 12	5 12	9 4	9 2	25 4	25 5	21 10	21 4
Deoli Cantonment	16 —	16 2	22 8	22 8	4 —	4 —	6 —	6 —	24 12	24 5	23 —	23 —
Nasirabad Cantonment	15 —	14 10	—	—	7 —	7 —	10 8	10 —	24 8	24 —	14 10	14 10
Bikaner	13 2	13 10	—	—	5 8	5 9	7 8	7 8	—	—	—	—
Ankora	12 12	12 12	—	—	6 2	6 —	6 8	7 —	—	—	—	—
Shahpura	14 6	14 6	—	—	6 2	6 —	6 8	7 —	—	—	—	—
Western—												
Jodhpur	12 10	13 —	18 2	18 10	6 14	6 10 1/2	8 3 1/2	8 —	18 8	18 10 1/2	16 14	16 14 1/2
Jaisalmer	13 24	13 10	—	—	6 —	6 —	10 —	10 —	16 —	14 6	17 4	17 4
Bikaner	10 6	10 13	—	—	6 —	6 —	10 —	10 —	16 —	14 6	13 8	13 8
Central India—												
Indore	12 —	12 8	21 —	21 —	8 4	8 4	9 4	9 4	27 —	27 —	20 —	20 —
Nimach Cantonment	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	27 —	21 —	21 —
Gwalior	11 —	11 11	24 7	24 7	6 6	6 6	7 7	7 7	22 1/2	23 0	20 3	21 4
Punjab—												
Southern—												
Hissar	19 —	19 —	28 —	27 —	—	—	10 —	10 —	23 —	24 —	20 —	20 —
Ferozepur	19 —	19 —	32 —	32 —	—	—	10 —	10 —	25 —	25 —	20 —	20 —
Central—												
Lahore	17 —	18 —	34 —	33 —	—	—	12 —	12 —	25 —	25 —	23 —	23 —
Gujranwala	19 —	19 —	33 —	35 —	—	—	13 —	13 —	26 —	26 —	23 —	23 —
Gujrat	18 —	18 —	30 —	30 —	—	—	14 —	14 —	25 —	25 —	23 —	23 —
Jhelum	17 —	18 —	33 —	35 —	—	—	12 —	12 —	25 —	25 —	23 —	23 —



represent the number of mrs (of 30 tolas) and chittacks sold for one rupee.)

MORUA OR BAOI (Sesuvium portulacastrum).		KANDU OR KAKUP, ITALIAN MILLET (Sesuvium indicum).		GRAM, CHENNA, CHOLA, KADALAY OR KUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR TURK, CADIAN PEA (Cajanus indicus).		SALT.		DERRIS.	
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
...	...	...	...	23 —	25 —	...	...	19 —	20 4	11 —	...	<b>N.-W. Provinces—contd.</b>	
...	...	...	...	23 —	24 —	36 —	36 —	18 —	18 —	10 12	10 12	<i>Submontane, west—</i>	
...	...	...	...	23 8	23 8	37 —	37 —	17 —	17 —	11 —	11 —	Shahjahanpur.	
...	...	...	...	18 12	19 6	31 4	31 12	15 —	15 —	10 10	10 10	Budaun.	
...	...	...	...	18 8	19 12	32 12	32 8	15 —	15 —	11 —	11 —	Pilibit.	
...	...	...	...	20 4	20 4	27 9	28 2	15 12	15 12	11 2	11 2	Bareilly.	
...	...	...	...	19 12	20 5	26 10	27 8	14 12	14 5	11 4	11 4	Moradabad.	
...	...	...	...	20 8	20 15	30 1	30 1	15 1	15 1	11 4	11 4	Bijnor.	
26 14	26 14	26 14	26 14	19 8	19 8	30 —	30 —	14 —	14 —	10 8	10 8	Muzaffarnagar.	
28 —	28 —	...	...	...	...	...	...	...	...	...	...	Saharanpur.	
...	...	...	...	24 8	24 8	...	...	8 —	8 —	8 8	8 8	Dehra-Dun.	
...	...	...	...	43 —	43 8	...	...	10 8	10 8	8 8	8 8	<i>Hills—</i>	
...	...	...	...	8 —	8 —	...	...	6 —	6 —	6 —	6 —	Naini Tal.	
...	...	...	...	...	...	...	...	...	...	...	...	Almora.	
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.	
...	...	...	...	...	...	...	...	...	...	...	...	<b>Onda—</b>	
...	...	...	...	...	...	...	...	...	...	...	...	<i>Southern—</i>	
...	...	...	...	32 —	32 8	...	...	18 —	17 —	10 10	10 12	Partabgarh.	
...	...	...	...	24 —	24 8	...	...	20 —	20 —	10 8	10 8	Sultanpur.	
...	...	...	...	18 —	18 —	25 —	25 —	16 —	16 —	11 —	11 —	Rao-Bareilly.	
...	...	...	...	24 —	24 —	21 —	21 8	18 —	18 —	11 —	11 —	Unao.	
...	...	...	...	25 —	26 8	19 —	20 —	17 8	18 —	11 —	11 —	Lucknow.	
...	...	...	...	25 —	27 —	...	...	18 —	18 —	10 8	10 8	Hardoi.	
...	...	...	...	...	...	...	...	...	...	...	...	<i>Northern—</i>	
...	...	...	...	32 —	32 —	28 —	29 —	18 —	18 —	11 —	11 —	Fyzabad.	
...	...	...	...	16 —	16 —	21 —	21 —	17 8	17 8	11 —	11 —	Barabanki.	
...	...	...	...	18 —	18 8	24 8	24 8	18 8	18 8	10 8	10 8	Gonda.	
...	...	...	...	19 —	19 —	20 —	20 —	18 —	18 —	10 —	10 —	Bahraich.	
...	...	...	...	26 —	27 —	21 —	21 —	16 8	16 8	11 —	11 —	Sitapur.	
...	...	...	...	31 —	31 8	30 —	30 —	16 —	16 —	11 —	11 —	Kheri.	
...	...	...	...	...	...	...	...	...	...	...	...	<b>Rajputana—</b>	
...	...	...	...	...	...	...	...	...	...	...	...	<i>Southern—</i>	
...	...	...	...	20 8	21 7	39 1	39 1	15 10	15 10	10 2	10 2	Partabgarh.	
...	...	...	...	22 8	22 8	32 8	32 8	12 8	12 8	8 2	8 2	Banswara.	
...	...	...	...	13 4	13 4	16 6	16 6	11 5	11 5	10 2	10 2	Mewar (Udaipur).	
...	...	...	...	24 —	24 —	20 —	20 —	...	...	10 —	10 —	Hilly Tracts of Mewar (Dungarpur).	
...	...	...	...	...	...	...	...	...	...	12 —	12 —	Sirohi.	
...	...	...	...	16 12	16 11	...	...	...	...	12 4	12 4	Bikaner.	
...	...	...	...	10 8	10 8	17 13	17 13	18 —	18 —	12 8	12 8	Ajmer.	
...	...	...	...	16 10	16 7	20 9	20 9	10 8	10 8	11 —	11 —	Abu.	
...	...	...	...	18 8	18 8	20 —	20 —	11 —	11 —	10 14	10 14	Kashgarh.	
...	...	...	...	21 —	21 8	34 —	34 —	...	...	10 8	10 8	Bundi.	
...	...	...	...	26 8	26 8	30 —	30 —	10 —	10 —	10 —	10 —	Kota.	
...	...	...	...	29 6	29 8	20 8	20 8	13 12	13 12	10 1	10 1	Jhalawar.	
...	...	...	...	18 8	18 8	22 4	22 4	...	...	10 4	10 4	Tonk.	
...	...	...	...	25 —	25 —	17 8	17 8	20 —	20 —	12 —	12 —	Jaipur.	
...	...	...	...	18 8	18 8	19 8	19 8	22 8	22 8	11 1	11 1	Keroli.	
...	...	...	...	24 6	24 6	20 14	20 14	16 14	16 14	11 8	11 8	Dholpur.	
...	...	...	...	22 8	22 8	23 14	23 14	13 12	13 12	11 12	11 12	Bharatpur.	
...	...	...	...	20 13	20 13	23 8	23 8	27 —	27 —	12 10	12 10	Alwar.	
...	...	...	...	14 —	14 —	21 8	21 8	...	...	11 8	11 8	Deoli Cantonment.	
...	...	...	...	...	...	...	...	...	...	13 —	13 —	Nawalpur Cantonment.	
...	...	...	...	18 8	18 8	...	...	13 4	13 4	13 8	13 8	Bikaner.	
...	...	...	...	9 —	9 —	...	...	...	...	13 —	13 —	Anand.	
...	...	...	...	15 8	15 6	21 8	21 8	8 —	8 —	13 —	13 —	Shahpura.	
...	...	...	...	16 —	16 —	22 8	22 8	...	...	11 6	11 6	<i>Western—</i>	
...	...	...	...	15 14	15 14	19 8	19 8	10 15	10 15	13 11	13 11	Jodhpur.	
...	...	...	...	18 —	18 —	...	...	...	...	11 —	11 —	Jaisalmer.	
...	...	...	...	10 8	10 8	...	...	10 —	10 —	11 8	11 8	Bikaner.	
...	...	...	...	...	...	...	...	...	...	...	...	<b>Central India—</b>	
...	...	...	...	18 —	18 —	32 —	32 —	13 8	13 8	11 —	11 —	Indore.	
...	...	...	...	18 —	17 12	...	...	11 4	11 4	12 —	12 —	Nuwach Cantonment.	
...	...	...	...	19 2	19 4	26 9	26 10	11 15	11 15	9 —	9 —	Gwalior.	
...	...	...	...	...	...	...	...	...	...	...	...	<b>Panjab—</b>	
...	...	...	...	25 —	25 —	28 —	28 —	11 —	11 —	11 —	11 —	<i>Southern—</i>	
...	...	...	...	24 —	24 —	...	...	...	...	12 8	12 8	Hoshiarpur.	
...	...	...	...	...	...	...	...	...	...	...	...	<i>Central—</i>	
...	...	...	...	22 —	22 —	23 —	23 —	13 —	13 —	12 14	12 14	Lahore.	
...	...	...	...	22 —	22 —	23 —	23 —	...	...	13 8	13 8	Gujranwala.	
...	...	...	...	21 —	21 —	24 —	24 —	...	...	13 —	13 —	Lahore.	
...	...	...	...	21 —	21 —	24 —	24 —	10 —	10 —	14 4	14 4	Jhelum.	

\* Not sold.

† Not produced.

‡ Not procurable.

§ Unworked.

|| Hatched.



## RETAIL PRICES FOR THE 2nd HALF OF JANUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR GRUHUM ( <i>Sorghum vulgare</i> ).		BAJRA OR GURHU ( <i>Pennisetia spicata</i> ).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Punjab—continued.</b>												
<i>South-western—</i>												
Gurgaon	17	17	24	25	...	...	10	10	22	24	21	22
Delhi	17	17	25	25	...	...	12	12	24	24	21	21
Rohilk	17	18	25	25	...	...	13	13	23	23	20	21
Karnal	18	19	23	28	...	...	10	10	26	26	21	21
<i>Submontane—</i>												
Amritsar	20	20	25	25	...	...	12	12	33	33	24	23
Ludhiana	19	21	32	34	...	...	11	11	35	35	21	23
Jalandhar	21	21	29	29	...	...	10	10	26	26	21	21
Hoshiarpur	21	20	27	28	...	...	12	12	25	26	17	13
Gurdaspur	20	20	32	30	...	...	12	12	34	34	...	...
Amritsar	19	20	31	34	...	...	11	12	23	26	20	10
Sialkot	18	18	33	33	...	...	14	14	20	26	24	24
<i>Hills—</i>												
Sialk	16	15	22	21	...	...	9	9	24	24	16	16
Kangra	20	20	28	28	...	...	15	15	...	...	...	...
<i>Northern—</i>												
Rawalpindi	17	17	30	30	...	...	10	10	34	34	21	23
Hazara	18	18	29	31	...	...	11	11	32	34	18	18
Peshawar	15	15	29	29	...	...	10	10	33	34	23	20
Kohat	16	16	24	23	...	...	13	13	...	...	22	21
Banna	20	19	33	35	...	...	14	14	41	41	25	25
<i>Western—</i>												
Shekhar	16	20	26	26	...	...	10	11	20	22	20	23
Jhang	19	19	27	28	...	...	12	12	22	22	20	20
Muzaffargarh	16	16	26	26	...	...	10	10	20	20	23	23
Shekhar	19	19	26	25	...	...	12	12	25	25	23	23
Dera Ismael Khan	16	19	24	24	...	...	8	8	24	24	24	23
Muzaffargarh	18	18	23	23	...	...	15	15	21	21	22	24
Dera Ghazi Khan	15	15	20	19	...	...	14	14	22	21	20	19
<b>Sind and Baluchistan—</b>												
Karachi	13	13	...	...	9	...	10	10	20	20	17	17
Hyderabad	13	13	...	...	8	...	11	11	20	20	20	20
Thar and Parkar (Umashot)	12	12	...	...	15	...	10	10	...	...	10	17
Shikarpur	15	15	...	...	8	...	9	9	20	20	23	24
Upper Sind Frontier	13	13	...	...	10	...	11	11	22	22	24	26
Quetta	13 12	13 8	...	...	4	...	7	7	20	21	16	15
<b>Bombay—</b>												
<i>Kanton—</i>												
Kanwar	9 4	9 4	...	...	8 2	8 2	11 2	10 10	13 5	13 3	13 2	13 2
Katongri	8 12	8 2	...	...	13 1	12 5	13 9	12 13	15 10	14 5	15 14	14 9
Alling	9 4	9 4	...	...	11 12	10 13	13 8	11 10	...	...	13 12	13 12
Bombay	8 7	8 7	...	...	7 10	6 0	10 0	10 6	14 11	14 11	14 9	14 9
Tanna	10 15	10 15	...	...	12	12	12 15	13 0	...	...	10 3	10 3
<i>Deccan—</i>												
Dharwar	15 3	15 2	...	...	15 5	16 4	17 3	17 3	24 9	23 7	24 3	24 3
Belgaum	15 3	15 12	...	...	13 7	12 14	13 10	13 12	21 13	20 12	21 7	20 8
Satara	14 2	14 1	...	...	10 5	10 5	11 10	11 10	19 12	19 12	19 15	19 7
Sholapur	15 15	14 7	...	...	14 8	11 13	12 11	13 3	28 2	25 15	24 3	24 3
Shivajpur	15 1	15 1	...	...	7 0	7 6	12 5	11 14	28 12	28 12	28 3	28 3
Poona	10 7	10 7	...	...	10 15	9 11	12	10 13	23 8	23 8	16 0	16 0
<i>Ahmednagar—</i>												
Ahmednagar	13	12 5	...	...	10 5	9 8	15 2	11 5	22	20 10	21 15	21 3
Nasik	12 15	12 15	...	...	8 9	8 2	9 8	9 8	...	...	16 15	16 15
Lihala	12 4	12 4	...	...	7 7	7 7	9 7	9 7	27 10	25 14	22 1	22 1
<i>Surat—</i>												
Surat	11 9	10 10	...	...	7 6	7 6	8 13	8 5	23 2	23 2	18 9	18 9
Broach	12 8	12 8	...	...	8	8	12	12	20	20	17	17
Kaira	14	14	...	...	7	6 12	9	9	17	18	17	17
Baroda Ladwaspet	14 8	14	...	...	6 8	6 8	10 8	10 8	22 5	22 5	17	17
Ahmedabad	13	13	...	...	7	6 8	9 5	9	20 8	20 8	20	20
Godhra	10	10	...	...	7	6 8	9 5	9	20 8	20 8	20	20
Dah. Lantomant	13	13 8	...	...	7	6 8	9 5	9	20 8	20 8	20	20
<i>Amliamoo—</i>												
Amliamoo	10	10	...	...	6 10	6 10	10	10	18 8	19 14	16 3	16 3
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar	13 11	12 13	...	...	6 12	6 5	12 8	12 8	27 9	27 9	...	...
Madhya	14	14	...	...	10 0	10 0	12	12	30	30	21	21
Munabgabad	14 8	14 4	...	...	11 1	9	13 13	14 13	24 11	24 11	...	...
Betul	14 0	14 0	...	...	12	12	14 0	14 0	24	24	...	...
Chhindwara	15	15	...	...	10	10	15	15	23	23	...	...
Rajpur	15 12	15 3	...	...	11 4	11 4	16	16	23	23	...	...
Walsah	13 5	13 5	...	...	7	7	14 7	14 7	34	34	...	...

Not sold.

Not produced.

Not procurable.



represents the number of sars (of 50 tolas) and chittas sold for one rupee.)

MAHUA OR PAO (Hem- soma).		MAHONI OR KANUN, ITALIAN MILLET (Sesuvia italica).		GRAM, ORHENA, ONOLA, SADALAT OR SUNAGA (Cicer arvense).		MAIZE (Zea Mays).		ANNAR, OR YMOE, GADJAN PEA (Cajanus indicus).		SASS.		Districts.	
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.		
Panjab—continued.													
South-eastern—													
↑ ↑ 25	↑ ↑ 30	↑ 14 10 12	↑ 14 10 12	20 21 21	21 21 23	26 27 28	26 27 29	13 14 15	13 14 15	14 12 10	11 12 10	Gurgaon. Delhi. Rohtak. Karnal.	
Submontane—													
↑ ↑ ↑ 18	↑ ↑ ↑ 16	15 16 20 14 15 23	15 18 20 14 15 23	23 23 24 23 23 24	23 25 24 23 23 25	32 31 32 30 28 31	32 26 32 30 28 27	13 10 1 8 2 12	13 11 ↑ 8 ↑ 11	13 12 13 12 12 13	12 12 13 12 12 13	Ambala. Ludhiana. Jalandhar. Hoshiarpur. Gurdaspur. Amritsar. Sialkot.	
↑ ↑ 18	↑ ↑ 18	10 6	10 6	16 19	16 19	24 28	24 28	8 12	8 12	10 11	9 11	Hills— Simla. Kangra.	
↑ ↑ 13	↑ ↑ 13	13 16 20 2	13 16 19 2	22 17 18 21	22 18 18 19	22 24 27 24	26 25 28 23	14 9 13 ↑	14 9 13 ↑	13 11 10 21	12 8 18 20	Northern— Rawalpindi. Hazira. Peshawar. Kohat. Bannu.	
↑ ↑ 30	↑ ↑ 32	14 20 23	16 24 26	28 20 20	24 20 20	18 29 30	22 32 25	6 ↑ 12	6 ↑ 12	13 12 12	12 12 12	Western— Shikhar. Jhang. Multan. Montgomery. Dera Ismael Khan. Muzaffargarh. Dera Ghazi Khan.	
↑ ↑<													

Not sold.

Not produced.

Not procurable.



## RETAIL PRICES FOR THE 2ND HALF OF JANUARY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GURBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Central Provinces—cents.												
Central—												
Narsinghpur . . . . .	15 11	15 —	—	—	11 4	11 —	12 13	12 —	21 5	21 —	—	—
Saugor . . . . .	13 12	13 12	—	—	13 6	13 6	14 2	14 2	20 —	20 —	—	—
Damoh . . . . .	12 13	14 5	—	—	12 5	14 1	14 3	14 9	—	21 3	—	—
Jubbulpore . . . . .	24 12	14 8	—	—	13 —	13 —	17 2	18 —	24 —	24 —	—	—
Mandla . . . . .	17 —	18 —	—	—	14 —	14 —	19 —	20 —	—	—	—	—
Seoni . . . . .	18 —	18 —	—	—	9 —	9 —	16 —	16 —	28 —	30 —	—	—
Bilaspur . . . . .	12 —	12 —	—	—	13 —	16 —	22 5	27 8	—	—	—	—
Bhandara . . . . .	15 —	10 4	—	—	—	—	16 4	16 4	—	—	—	—
Chanda . . . . .	12 9	13 3	—	—	—	—	18 14	17 10	38 —	35 5	—	—
Eastern—												
Bilaspur . . . . .	18 4	18 4	—	—	16 —	16 —	18 4	21 5	—	—	—	—
Raipur . . . . .	16 —	17 —	—	—	18 —	18 —	18 —	18 6	—	—	—	—
Sambalpur . . . . .	15 —	15 —	—	—	11 —	11 —	19 —	19 —	—	—	—	—
Berar—												
Buldah . . . . .	11 —	11 —	—	—	7 —	7 —	9 —	9 —	15 8	15 —	—	22 8
Basim . . . . .	12 8	12 8	—	—	6 22	6 8	11 —	10 —	33 —	32 —	—	—
Acda . . . . .	11 4	12 —	—	—	6 —	6 —	7 8	7 —	34 —	34 8	—	—
Ellichpur . . . . .	10 —	10 —	—	—	6 8	6 8	8 8	8 8	26 —	26 —	16 —	16 —
Amraoti . . . . .	11 —	11 —	—	—	7 —	7 —	10 —	10 —	30 —	30 —	25 —	24 —
Wau . . . . .	11 —	12 —	—	—	7 —	8 —	8 —	8 —	31 —	25 —	20 —	18 —
Nizam's Territories—												
Secunderabad . . . . .	10 1	10 2	—	—	5 10	6 —	7 7	8 10	19 1	19 13	19 12	19 13
Boiaran . . . . .	10 —	10 1	—	—	5 13	5 13	11 1	11 1	18 13	20 3	—	—
Chadarghat . . . . .	8 12	10 —	—	—	6 4	7 8	10 —	12 8	20 12	22 8	22 8	25 —
Madras—												
Malabar Coast—												
Malabar . . . . .	—	—	—	—	—	—	11 11	11 3	—	—	—	—
S. Canara . . . . .	—	—	—	—	—	—	12 11	13 11	—	—	—	—
South, central—												
Coimbatore . . . . .	—	—	—	—	—	—	10 14	10 14	17 10	16 14	21 2	18 5
Nilgiris . . . . .	—	—	—	—	—	—	8 —	8 —	—	—	—	—
Salem . . . . .	—	—	—	—	—	—	11 5	10 13	19 2	19 2	17 3	16 13
Central—												
Bellary . . . . .	—	—	—	—	—	—	11 14	11 14	25 11	25 11	—	—
Assam—												
Assam . . . . .	—	—	—	—	—	—	13 —	11 13	26 13	24 11	—	—
Cuddalore . . . . .	—	—	—	—	—	—	11 3	10 13	23 11	22 3	21 —	21 —
Karaul . . . . .	—	—	—	—	—	—	10 16	10 11	33 14	30 13	—	—
East Coast, north—												
Ganjam . . . . .	—	—	—	—	—	—	12 —	12 —	—	—	—	—
Vizagapatam . . . . .	—	—	—	—	—	—	11 14	11 14	—	—	22 13	22 13
Godavari . . . . .	—	—	—	—	—	—	13 8	12 8	23 —	21 2	—	—
East Coast, central—												
Kistna . . . . .	—	—	—	—	—	—	15 6	16 8	20 8	23 11	6	6
Nellore . . . . .	—	—	—	—	—	—	16 6	15 14	16 8	17 8	15 8	16 —
East Coast, south—												
Madras . . . . .	—	—	—	—	—	—	10 14	11 8	13 —	13 —	—	—
Chingleput . . . . .	—	—	—	—	—	—	12 —	12 —	—	—	—	—
N. Arcot . . . . .	—	—	—	—	—	—	16 —	14 —	20 2	19 2	21 —	—
S. Arcot . . . . .	—	—	—	—	—	—	15 13	14 —	—	—	21 10	21 10
Tanjore . . . . .	—	—	—	—	—	—	10 13	13 14	—	—	20 2	20 2
Trichinopoly . . . . .	—	—	—	—	—	—	12 8	11 3	13 6	14 —	20 14	20 14
Southern—												
Tiruvallur . . . . .	—	—	—	—	—	—	12 6	12 2	17 8	17 8	18 11	18 11
Madura . . . . .	—	—	—	—	—	—	13 8	12 6	17 13	17 12	19 2	16 14
Mysore—												
Mysore . . . . .	12 8	10 —	—	—	9 12	9 2	11 —	11 8	—	20 —	—	20 —
Bangalore . . . . .	10 8	9 —	18 —	10 —	8 3	8 3	10 8	10 —	25 —	10 4	—	—
Kolar . . . . .	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	—	—	—	—
Tumkur . . . . .	10 8	10 —	—	—	9 8	7 8	11 —	8 4	—	—	—	—
Hassan . . . . .	10 —	9 —	9 —	8 —	10 —	9 —	11 —	10 —	—	—	—	—
Kadur . . . . .	9 —	9 —	9 —	8 —	10 —	9 —	11 —	10 —	—	—	—	—
Shimoga . . . . .	12 10	11 9	13 10	12 10	8 6	7 14	11 10	12 1	29 6	27 3	—	—
Lalitaling . . . . .	12 —	10 —	12 —	10 —	10 —	10 —	12 —	12 —	30 —	31 —	20 —	13 —
Goorg—												
Goorg . . . . .	7 —	8 8	6 8	7 8	6 —	9 8	18 —	13 8	—	—	—	—
Aden . . . . .												
Aden . . . . .	7 12	8 9	—	—	7 3	6 12	8 1	7 11	13 4	13 2	10 2	10 10

\* Not sold.



represent the number of sars (of 80 tolas) and chittanks sold for one rupee.)

MAHUA OR RAGI (Eleusine indica).		KANKANI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR BUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ASHAR, OR THUR, GADIAN PEA (Cajanus indicus).		SALT.		Districts.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
				17 6	18 —			16 —	16 —	9 12	9 4	Central Provinces—contd.
				10 —	19 —			13 —	13 —	10 11	10 11	
				20 —	20 —			12 12	12 12	9 2	9 2	
				23 —	23 —			15 —	14 8	9 12	9 12	
				32 —	32 —			16 —	16 —	9 8	9 8	
				21 —	21 —			13 —	13 —	9 8	9 8	
				14 —	18 —			14 —	14 —	9 —	9 —	
				22 —	20 —			16 4	15 —	9 8	9 8	
				16 13	16 13			14 2	14 2	9 —	9 —	
				21 3	21 3			18 4	18 4	9 2	9 2	
				24 —	24 —			16 —	16 —	9 —	9 —	Eastern—
				18 —	17 —			12 —	12 —	10 —	10 —	
				18 —	17 —			12 —	12 —	10 8	10 8	Berar—
				20 —	20 —			14 8	15 —	9 —	9 —	
				17 8	19 4			12 —	12 —	12 —	12 8	
				13 8	13 8			13 8	18 8	10 —	10 —	
				19 —	16 —			15 —	15 —	11 —	11 —	
				16 —	10 —			20 —	19 —	9 8	9 8	
21 —	21 —	9	4	17 8	17 8	9	9	10 9	10 9	9 24	9 24	Nizam's Territories—
22 —	22 —	9	4	17 1	17 4	9	9	12 8	12 8	8 12	8 12	
				15 12	17 6					8 12	8 9	
												Madras—
										12 14	12 —	
										11 14	11 14	Malabar Coast—
												Malabar.
												S. Canara.
19 5	18 14									21 2	21 2	South, central—
20 2	19 3									10 10	10 10	Coimbatore.
										10 14	10 14	Nilgiris.
												Salim.
31 —	29 2									10 13 and 12 2	10 13 and 12 2	Central—
27 3	27 3									11 8	11 8	Bellary.
24 —	21 —									12 2	12 2	Anantapur.
18 2	18 2									10 2	10 2	Cuddalore.
												Karnul.
21 6	21 6									10 —	10 —	East Coast, north—
22 3	22 3									18 —	18 —	Ganjam.
23 10	21 13									12 2	12 2	Vizagapatnam.
												Godavari.
29 13	27 13									13 3	13 3	East Coast, central—
20 3	18 3									12 13	12 13	Kistna.
												Nellore.
18 12	18 3									12 8	12 8	East Coast, south—
16 10	16 6									13 5	13 5	Madras.
24 10	21 13									12 2	12 2	Chingleput.
20 11	20 11									13 3	13 3	N. Arcot.
20 13	20 6									12 14	12 14	S. Arcot.
23 10	23 10									14 —	14 —	Tanjore.
												Trichinopoly.
20 10	19 3									13 13	14 5	Southern—
20 5	18 10									13 2	13 2	Tinnevely.
												Madras.
18 —	16 —		20 —	9 12	10 —			7 8	8 8	10 4	10 8	Mysore—
23 —	20 —			12 8	8 —			8 8	7 —	10 8	9 —	Mysore.
25 —	23 —			9 —	8 —			8 —	7 —	10 —	10 —	Bangalore.
24 —	24 —			8 —	8 —			9 8	7 —	9 —	8 —	Kolar.
24 —	24 —			13 —	9 —			8 8	7 —	10 —	9 —	Tumkur.
25 —	25 —			13 —	9 —			11 —	7 —	10 —	9 —	Hassan.
28 6	28 6			13 10	16 8			11 —	9 7	11 —	10 8	Kader.
30 —	32 —	30 —	30 —	14 —	10 —			10 —	9 —	9 —	9 —	Shimoga.
												Channarayana.
22 —	21 8			23 8	23 8			7 8	7 8	11 —	10 8	Coorg—
												Coorg.
				21 3	20 10			8 13	8 13	32 —	32 —	Aden.

\* Not sold.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

March 9, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 26TH FEBRUARY, 1898, AND FROM 1ST JANUARY TO 25TH FEBRUARY, 1899.

N.B.—As regards the figures in column *Total Earnings* from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 26TH FEBRUARY, 1898.				WEEK ENDING 25TH FEBRUARY, 1899.				Earnings from 1st January to 26th February, 1898.	Earnings from 1st January to 25th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile worked.		TOTAL.	Per mile worked.						
State lines worked by companies.													
Standard gauge—													
East Indian	604	1,740	11,84,017	686	1,745	12,78,000	732	80,51,198	90,44,000	—	51,190		
Bengal Central	163	125	32,370	219	123	32,700	263	1,78,554	1,74,000	1,446			
Bengal-Nagpur	181	862	1,66,370	192	1,186	1,95,000	164	11,91,910	14,31,000	2,39,090			
Indian Midland (including Bhopal-Itarsi)	171	753	1,36,481	181	868	1,46,000	168	10,77,480	11,86,000	58,520			
Bombade Estn. (East Coast State)	191	21	5,752	274	81	2,800	133	30,030	30,300		230		
Madras-Empir sec. (Bombade-Mad.)	119	9	807	90	9	3,200	390	6,123	8,200	2,077			
Metro gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	4,43,275	833	1,815	4,91,000	278	13,80,935	30,85,000	6,04,065			
Pilani-Pur-Doom	44	17	607	30	17	800	35	3,918	5,000	1,082			
South Indian	161	1,042	1,35,985	121	1,023	1,40,000	146	12,10,909	11,42,000		68,909		
Mayavaram-Mutpet	88	34	4,030	75	54	3,800	70	33,354	30,400		2,950		
Southern Mahratta (incldg. G.-M.-Fron. sec.)	102	1,165	1,17,324	96	1,165	1,12,000	96	8,37,354	7,96,000		41,350		
Mysore section (Southern Mahratta)	107	296	27,099	92	290	21,300	73	2,04,720	1,89,000		1,63,720		
Bengal and North-Western system	103	827	1,22,376	100	928	1,86,000	168	10,90,096	11,40,000	49,904			
Lucknow-Bareilly	106	221	20,514	89	231	25,000	106	1,74,936	1,81,000	8,064			
Aom-Bengal	90	286	28,451	99	398	33,300	84	2,04,112	2,51,000	46,888			
Burma	223	936	2,20,492	236	926	2,58,000	270	18,29,830	16,45,000		1,84,830		
TOTAL	206	10,178	26,24,361	858	10,212	29,10,700	209	2,15,03,408	2,20,54,800	5,51,392			
State lines worked by the State.													
Standard gauge—													
North-Western (a)	287	2,886	7,25,552	231	1,886	6,53,000	226	50,33,579	53,47,000		6,86,570		
Gudh and Rohilkhand (incldg. the m. g. line)	217	875	1,77,091	197	1,012	8,04,000	201	14,95,728	16,35,000	1,39,272			
Karnal-Bengal (incldg. metre & s' g.)	310	818	3,01,805	264	843	3,77,000	348	24,49,779	19,42,000		5,07,779		
East Coast (b)	216	530	70,344	142	752	75,400	100	4,86,751	5,20,000	33,249			
Special gauges—													
Iskhat	66	28	2,484	89	28	2,500	89	16,741	15,300		1,441		
Cherra-Companyga	20	—	(c)	—	8	600	75	(c)	4,200	4,200			
TOTAL	261	5,145	12,77,776	248	5,512	12,22,500	222	1,04,84,578	94,69,500		10,15,078		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	8,07,095	541	1,491	9,52,000	639	36,87,899	72,36,000	15,68,101			
Bombay, Baroda and Central India	275	461	2,74,090	405	461	3,26,000	707	20,20,528	25,16,000	4,95,472			
Madras	258	840	2,00,501	249	840	1,83,000	218	16,89,337	13,39,000		3,00,337		
TOTAL	480	2,792	10,81,686	495	2,792	14,61,000	523	53,97,764	1,11,01,000	17,03,232			
TOTAL (GUARANTEED AND STATE)	297	18,113	51,97,889	297	19,121	55,94,200	293	16,13,05,788	1,22,05,300	12,92,512			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	59,187	242	162	25,900	160	3,33,440	1,05,000		1,38,440		
Tarapur	370	22	7,658	348	22	8,000	164	60,313	48,600		11,713		
Southern Punjab (Delhi-Samaita)	75	400	16,555	41	400	25,300	93	1,43,708	1,90,000	46,292			
Tapli Valley	—	—	—	—	26	1,200	47	—	10,500	10,500			
Metro gauge—													
Mysore-Mysore-Jamalpur-Jaganath-gan	—	—	—	—	53	1,500	48	—	8,700	8,700			
Rohilkhand and Kumaon (Co.'s sec.)	139	66	6,197	93	66	7,500	114	41,221	46,500	8,279			
Bengal Dooars	106	36	4,928	137	36	2,900	81	30,424	29,900		530		
Dibru-Sadiya	200	78	17,689	229	78	17,900	229	1,22,620	1,29,000	6,380			
Ahmedabad-Parani	59	55	9,059	37	55	2,800	51	19,188	24,600	5,412			
Special gauges—													
Darjeeling-Himalayan	266	51	11,342	222	51	13,000	255	80,318	78,000		2,318		
Batu	150	21	4,038	222	21	4,000	190	26,861	30,700	3,839			
TOTAL	133	891	1,10,403	124	960	1,10,600	115	8,58,487	7,85,500		72,987		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goon	31	74	1,490	30	74	6,800	92	16,804	44,200	27,396			
Bhopal-Ujjain	76	114	6,968	61	114	13,600	110	68,038	88,500	20,462			
Nagda-Ujjain	86	35	2,604	74	34	2,000	59	17,910	15,200		2,710		
The Nizam's guaranteed state	225	334	82,342	247	334	1,80,300	241	6,05,057	6,04,000		1,057		
The Lucknow's Petlad	70	12	422	32	12	700	54	3,720	6,100	2,380			
Rajput-Bakhtn	140	108	10,271	178	108	11,400	110	1,10,000	83,700		26,300		
Kolar Gold-fields	408	19	4,587	459	19	2,000	200	30,330	26,100		4,230		
Metro gauge—													
Yavatpur-Mysore Frontier section (incldg. M.-Nagard)	71	66	2,993	59	66	2,300	35	36,014	18,600		17,414		
The Gokwar's Mchana	81	93	6,307	68	93	6,000	65	46,727	50,200	1,473			
Kolhapur	53	89	1,821	62	29	2,500	86	16,834	26,700	5,866			
Special gauges—													
The Gokwar's Dabhoi	58	79	4,193	55	79	4,700	59	25,436	28,900	3,464			
Rajpita	12	19	207	14	24	1,100	46	880	4,800	3,920			
Luoch Behar	63	32	1,207	58	23	1,400	56	11,177	9,800		1,377		
TOTAL	123	996	1,35,467	130	1,002	2,35,500	135	9,03,743	9,46,500	3,957			
Lines owned and worked by native states.													
Metro gauge—													
Bhuvanagar-Gondal-Junagad-Porbandar	126	334	32,286	97	334	42,200	147	2,52,643	300,000	47,357			
Jaisar-Rajkot	80	46	3,100	46	46	4,200	93	26,901	25,700		1,201		
Jamnagar	38	34	1,413	20	34	2,300	43	12,225	16,100	3,875			
Dhriogard	—	—	—	—	21	1,500	71	—	10,500	10,500			
Jodhpore-Bikaner	66	364	21,836	60	407	35,700	88	1,86,134	3,05,000	1,18,866			
Godavari-Chenai	49	60	1,933	33	60	2,500	47	15,230	23,100	7,870			
Special gauge—													
Motri	82	24	4,554	48	24	7,700	82	47,875	50,400	11,525			
TOTAL	86	952	65,140	69	1,019	1,03,200	102	5,41,914	7,13,500	1,01,586			
GRAND TOTAL	273	20,972	55,08,596	263	22,100	59,43,500	269	6,77,70,932	4,52,11,100	14,31,168			

(a) Includes Jamnagar and Bhavnagar and Hyderabad-Shadnagar lines.

(b) Includes Baroda-Madras line.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy to the Govt. of India.

Calcutta, the 10th March 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVI of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 26TH FEBRUARY, 1898.				WEEK ENDING 25TH FEBRUARY, 1899.				Earnings from 1st April, 1897, to 25th February, 1898.	Earnings from 1st April, 1898, to 25th February, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile.		Total.	Per mile.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	13,84,017	680	1,743	12,78,000	733	5,33,97,385	5,38,17,000	5,10,414	...	...	
Bengal Central	183	125	27,370	219	125	33,700	262	10,81,080	9,27,000	...	1,54,080	...	
Bengal-Nagpur	139	863	1,66,370	193	1,186	1,95,000	164	54,57,183	62,97,000	8,39,817	...	...	
Indian Midland (including Bhopal-Itarsi)	155	753	1,36,481	181	858	1,46,000	168	55,50,208	56,60,000	1,10,792	...	...	
Barwada extn. (East Coast State)	125	21	5,754	274	21	2,800	133	1,48,534	1,35,000	...	13,534	...	
Madras-Bombay sec. (Barwada-Mad.)	125	9	807	90	9	3,200	356	51,801	38,800	...	13,001	...	
Metro gauge—													
Rajputana-Malwa (inclg. G.R.-Nagda)	810	1,815	4,22,973	333	1,813	4,04,000	273	1,78,03,816	2,08,15,000	30,11,184	...	...	
Palaupur-Deca	44	17	607	36	17	600	35	36,385	35,700	...	685	...	
South Indian	166	1,048	1,35,085	131	1,023	1,40,000	146	82,18,457	75,05,000	...	7,13,457	...	
Mayavaram-Mutpet	90	54	4,039	75	54	3,800	70	2,37,713	2,20,000	...	17,713	...	
Southern Mahratta (inclg. G.M. From sec.)	112	1,165	1,11,374	96	1,165	1,12,000	96	68,05,749	49,00,000	...	19,05,749	...	
Mysore section (Southern Mahratta)	123	296	27,000	92	296	31,300	72	17,55,385	11,43,000	...	6,12,385	...	
Bengal and North-Western system	147	827	1,32,376	160	928	1,56,000	168	56,14,602	58,72,000	2,57,398	...	...	
Lucknow-Bareilly	81	831	90,514	89	231	75,000	105	7,80,680	9,30,000	1,49,320	...	...	
Assam-Bengal	73	246	28,451	99	398	33,400	84	9,16,703	12,27,000	3,10,297	...	...	
Burma	186	976	1,20,874	236	976	2,50,000	276	76,05,080	77,00,000	94,920	...	...	
TOTAL	243	10,176	20,24,361	258	10,817	29,10,700	269	11,48,57,221	11,73,32,500	24,80,460	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (s)	136	2,885	7,83,558	251	2,886	5,53,000	226	2,13,77,273	3,32,53,000	10,75,727	...	...	
Oudh and Rohilkhand (inclg. the m.g. line)	193	875	1,72,091	197	1,013	2,04,000	201	79,46,266	90,97,000	11,50,734	...	...	
Bahar-Bengal (inclg. metro gauge)	302	818	3,01,305	368	823	2,87,000	348	1,40,76,179	1,29,44,000	...	11,32,179	...	
East Coast (s)	106	336	76,344	142	752	75,400	100	26,30,094	24,06,000	...	2,24,094	...	
Special gauge—													
Jorhat	69	28	2,484	89	28	2,500	89	88,147	89,100	...	2,047	...	
Cherra-Companyga	44	...	(c)	...	...	...	75	(d) 4,257	(e) 5,402	1,145	...	...	
TOTAL	235	5,143	12,77,776	248	5,512	12,22,300	222	3,63,23,216	3,78,51,500	15,28,284	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	3,07,093	541	1,491	9,52,000	638	2,58,76,668	3,25,24,000	66,47,332	...	...	
Bombay, Baroda and Central India	386	461	2,70,096	605	461	3,26,000	707	1,27,03,459	1,47,68,000	20,64,541	...	...	
Madras	261	840	3,09,501	240	840	1,83,000	218	1,01,66,350	94,30,000	...	7,36,350	...	
TOTAL	379	2,792	12,95,754	466	2,792	14,61,000	533	4,89,46,486	5,67,62,000	77,75,514	...	...	
TOTAL (GUARANTEED AND STATE)	262	18,113	31,97,889	287	18,121	35,94,300	293	22,01,31,933	23,19,11,000	1,17,79,067	...	...	
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	161	39,197	242	162	25,900	160	13,76,830	13,02,000	...	74,830	...	
Tarkapur	278	23	7,658	348	23	8,000	364	2,87,583	2,08,000	...	89,583	...	
Southern Punjab (Delhi-Samastota)	42	400	10,355	41	400	25,100	65	(f) 12,47,343	13,13,000	10,65,657	...	...	
Tapi Valley	...	...	...	...	...	1,700	47	...	(g) 13,300	13,300	...	...	
Metro gauge—													
Mymensingh-Jamalpur-Jugannath-Exp.	...	...	...	...	...	1,500	48	...	(h) 16,700	16,700	...	...	
Rajkum and Kumon (Co. line)	121	66	6,127	91	66	7,500	114	3,66,068	4,20,000	53,932	...	...	
Bengal Doon	149	36	4,928	137	36	2,900	81	2,61,134	2,40,000	...	21,134	...	
Dibru-Sadiya	196	78	17,834	239	78	17,900	239	7,14,337	7,25,000	10,613	...	...	
Ahmadabad-Paritaji	45	55	2,099	37	55	2,800	51	(i) 188,258	1,44,000	55,258	...	...	
Special gauge—													
Darjeeling-Himalayan	274	51	11,342	222	51	13,000	253	6,68,767	6,72,000	3,233	...	...	
Burai	125	21	4,658	222	21	4,000	190	1,23,380	1,14,000	...	9,380	...	
TOTAL	147	891	1,10,403	124	908	1,10,800	115	43,34,007	43,28,000	8,93,003	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gooma	86	74	1,490	30	74	6,800	92	88,412	1,43,000	56,588	...	...	
Bhopal-Ujjain	61	114	6,996	61	114	13,600	119	3,21,257	2,94,000	27,257	...	...	
Nagda-Ujjain	60	35	2,604	74	34	2,000	59	95,294	1,10,000	14,706	...	...	
The Nizam's guaranteed state	211	334	86,342	247	334	80,500	241	32,93,457	35,48,000	2,54,543	...	...	
The Gekwar's Peśad	84	13	422	32	13	700	54	55,037	51,300	...	3,737	...	
Rajputana-Bhiminda	192	160	19,271	178	160	11,900	110	6,30,935	5,72,000	...	57,935	...	
Kolar Gold-fields	402	10	4,367	459	10	2,000	200	1,87,393	1,76,000	...	11,393	...	
Metro gauge—													
Varanasi-Mysore Frontier section (inclg. M.-Nanjangudd)	84	66	3,973	59	66	2,300	35	2,71,543	1,74,000	...	97,543	...	
The Gekwar's Meharana	71	93	6,307	68	93	5,000	65	3,40,939	3,10,000	30,939	...	...	
Kolkapur	57	24	1,621	63	24	2,500	80	79,138	77,000	...	2,138	...	
Special gauge—													
The Gekwar's Dabhol	51	79	4,193	35	79	4,700	59	1,86,474	1,94,000	7,526	...	...	
Rajputia	11	19	267	14	24	1,100	26	6,585	13,200	6,615	...	...	
Coch Behar	51	22	1,267	54	25	1,400	56	54,093	60,500	6,407	...	...	
TOTAL	120	996	1,35,462	136	1,003	1,35,500	135	55,82,853	58,34,000	2,51,147	...	...	
Lines owned and worked by native states.													
Metro gauge—													
Bharuagar-Gondal-Juagad-Perbender	97	334	30,286	97	334	49,200	147	15,30,364	15,88,000	57,636	...	...	
Jaisalmer-Rajkot	38	40	3,100	67	40	4,500	93	1,80,955	1,65,000	...	15,955	...	
Jamunagar	38	54	1,413	26	54	3,300	43	(j) 97,001	97,800	799	...	...	
Udaipur	...	...	...	...	...	1,500	71	...	(k) 13,900	13,900	...	...	
Jodhpur-Bikaner	62	364	21,836	60	407	25,700	83	10,68,636	13,60,000	2,91,364	...	...	
Udaipur-Chitor	38	60	1,953	33	60	2,500	42	1,08,541	2,29,000	30,459	...	...	
Special gauge—													
Morvi	83	24	4,554	48	24	7,200	82	3,81,947	3,63,000	...	18,947	...	
TOTAL	75	952	65,142	68	1,016	1,03,200	102	13,07,451	13,07,700	24,249	...	...	
GRAND TOTAL	243	10,952	35,08,866	263	12,100	50,43,500	299	23,36,10,247	24,07,22,200	1,33,06,453	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadpuri rly.

(b) Includes Gwalior-Madras rly.

(c) Closed for traffic.

(d) From 1st April to 1st June, 1897.

(e) From 1st to 25th April and from 2nd December, 1898, to 25th February, 1899.

(f) From 1st November, 1897, to 25th February, 1898.

(g) From 1st December, 1894, to 25th February, 1895.

(h) From 1st October, 1899, to 25th February, 1899.

(i) From 1st May, 1897, to 25th February, 1898.

(j) From 1st April, 1897, to 25th February, 1898.

(k) From 1st June, 1898, to 25th February, 1899.

W. J. McILHINNEY, Comr. R.E.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on Saturday, February 25th, 1899.**

Fine, quiet and unusually warm weather prevailed over a large part of the country during most of the week under review. During this period there was no rain of importance throughout the Indian area while there was a fairly steady increase of heat. On Sunday the 19th the highest maximum recorded was  $99^{\circ}2$  at Cuddapah, but on the following day for the first time this season a maximum exceeding  $100^{\circ}$  was reported, and from that occasion onward to the close of the week maxima exceeding  $100^{\circ}$  were daily reported. These quiet settled conditions were disturbed towards the close of the week by a fairly considerable storm. The first indications of this storm were afforded by the Ispahan and Teheran observations on the 21st. On the 22nd the disturbance was apparently still near Ispahan and was growing deeper, while on the 23rd it was approaching Quetta, on the 24th it had reached Eastern Rajputana and on the 25th West Bengal. The disturbance was a very rapidly moving storm having a pressure deficiency near its centre of between  $0.20''$  and  $0.25''$ , but on the other hand it affected the weather only to a small extent. Dust-storms and dust-haze have been reported in the districts passed over by the storm and light rain, and snow and hail have been received in Baluchistan, Kashmir, part of the North-Western Himalayas and at the stations of Sirsa, Delhi, Dehra Dun, Meerut, Darjeeling and Sibsagar. A considerable fall of temperature occurred over Persia, Baluchistan and the Indus Valley as the storm advanced, but this fall did not extend eastward and a cold wave was never a marked feature of the disturbance.

**Daily Summary.—Sunday, February 19th.**—Pressure had fallen briskly over North-East India, thus intensifying the low pressure over Bihar and North Bengal, while it had risen in the North-West. Pressure was highest over the West Punjab and Rajputana and lowest in Bihar, and gradients were steep over the Gangetic Plain. A fresh westerly wind prevailed down the Gangetic Plain, while variable light airs prevailed elsewhere. The mean temperature was low over Bombay, the Central Provinces and Tenasserim and was normal or excessive elsewhere. A little snow and hail had fallen at Murree and Minimarg and light rain at Sibsagar and Moulmein.

**Monday, February 20th.**—There had been no important change in the general conditions. North-westerly to westerly winds light to strong in force prevailed over North-Western and Northern India and light variable breezes elsewhere. The mean temperature was low over Bombay, Tenasserim and Assam and was more or less excessive elsewhere. There had been no rain or snow.

**Tuesday, February 21st.**—Pressure had increased almost everywhere. The increase had been greatest and large over Bihar and North Bengal, so that the low pressure area in that region had filled up and pressure had become much more uniform generally. The wind directions had not changed much, but the force of the wind down the Gangetic Plain had diminished. Temperature had fallen in West Bengal and the North-Western Provinces and was below the normal in that area. It was also below the normal along the West Coast and in Tenasserim, and elsewhere it was generally excessive. Sibsagar reported a trifling shower. The most important changes on this day were in Persia where the barometer was falling rapidly with a cloudy sky.

**Wednesday, February 22nd.**—The changes over India were unimportant and pressure remained uniform throughout the country. In Persia, however, the barometer was still falling rapidly, the storm was intensifying and about  $\frac{1}{2}''$  of rain had fallen at Teheran and Bushire. In India, beyond a barometric fall in Baluchistan, conditions were unaffected by this disturbance and the weather was quiet with light and variable winds and no rain. The heat during the previous 24 hours had been less than usual over part of Burma, Bengal, the Gangetic Plain and the west and south of the Peninsula, but elsewhere the mean temperature was excessive.

**Thursday, February 23rd.**—A very rapid recovery of pressure had occurred in Persia and a rapid fall over Baluchistan and the Indus Valley. In the latter



regions the temperature was rising, the wind increasing and becoming more southerly, and the sky clouding over, but the influence of the storm was very sharply defined, and except in the extreme north-west the weather over India remained quiet, fine and settled. The weather was cooler than usual over North-East and Central India, as well as parts of Burma and the South of the Peninsula, but elsewhere the heat was excessive more particularly at Quetta.

*Friday, February 24th.*—The storm, which was passing through Eastern Persia on the 23rd, had reached Eastern Rajputana where the barometer had fallen very rapidly and was 0·23" below the normal. The winds were cyclonic and squally over North-Western India in the storm area and the temperature was very high, but the weather was less disturbed than might have been expected and the rainfall amounts were everywhere small. Light snow and rain had fallen in Baluchistan and Kashmir and rain at Sirsa. Beyond the north-west the weather over India remained quiet and fine with lower mean temperatures than usual over North-Eastern India and Burma and higher mean temperatures over the Peninsula.

*Saturday, February 25th.*—The storm, moving very quickly, had reached West Bengal. There had consequently been a rapid barometric fall over North-Eastern India and a rapid barometric recovery over North-Western India. The winds were squally and cyclonic in the north-east, while light airs and calms were reported in the north-west. Dust-storms and dust-haze were reported from the central districts of the country. Light snow and rain had been received in Kashmir, and light hail or rain at Mussoorie, Ranikhet, Delhi, Dehra Dun, Meerut, Darjeeling and Sibsagar. The weather was much cooler than usual over the east of the Punjab and the west of the North-Western Provinces and slightly cooler over Central Bengal and Burma, but elsewhere the heat was excessive. Over the Peninsula the influence of the storm was not felt and the weather was quiet and warm.

**Temperature.**—The temperature conditions have been somewhat unsteady during the week under review over Burma, North-Eastern India, the central parts of the country and South India, but has been fairly steady in most other provinces. The most marked features in the temperature conditions were—(1) the low temperatures which appeared in the Upper Assam Valley on the 20th and subsequently spread over the whole of North-East India, and (2) the hot wave which preceded and accompanied the storm that entered North-Western India towards the close of the week.

The following table gives mean temperature variation data for the week :—

PROVINCE.	FEBRUARY 1899.							Mean variation of week.
	19th.	20th.	21st.	22nd.	23rd.	24th.	25th.	
	°	"	°	°	°	°	°	°
Burma . . . . .	+3·7	+0·7	+0·8	—0·6	—0·5	—2·5	—2·4	—0·5
Assam . . . . .	+1·1	—0·9	—0·7	—0·6	—2·3	—1·7	+0·2	—0·7
Bengal . . . . .	+1·2	+1·4	+0·9	—1·8	—2·6	—2·1	+0·8	—0·3
Orissa . . . . .	+3·1	+2·0	+2·3	+0·5	+0·9	+1·2	+2·9	+1·8
Bihar . . . . .	+1·0	+2·3	—1·1	—1·9	—1·9	—0·7	+1·7	—0·1
Chota Nagpur . . . . .	+1·8	+1·2	+0·1	—1·4	—2·3	—2·1	+1·9	—0·1
North-Western Provinces and Oudh . . . . .	+2·1	+3·1	+0·4	—0·6	—0·7	+1·9	+1·2	+1·1
Punjab . . . . .	+4·2	+2·3	+1·7	+2·1	+3·7	+5·6	+0·8	+2·9
Sind . . . . .	+3·9	+1·7	+3·4	+5·8	+5·5	+7·9	+0·2	+4·1
Rajputana . . . . .	+2·3	+2·8	+1·7	+2·0	+3·0	+9·5	+3·8	+3·6
Gujarat . . . . .	—0·2	+0·4	+1·4	+2·6	+3·7	+4·8	+3·0	+2·2
Central India . . . . .	—0·2	+2·0	—0·3	—0·4	—1·9	+3·6	+4·7	+1·1
Central Provinces . . . . .	—0·3	+0·8	—0·3	+1·1	—0·9	—0·2	+3·7	+0·6
Berar . . . . .	—1·0	+0·5	+1·5	+2·9	+1·4	+0·5	+3·9	+1·4
West Coast . . . . .	—1·7	—1·0	—0·7	—0·5	—0·2	+0·2	+0·7	—0·5
Bombay Deccan . . . . .	—1·6	—0·5	+0·9	+1·9	+2·0	+1·9	+2·4	+1·0
Mysore . . . . .	+2·8	+3·2	+2·3	+1·5	+3·8	+4·9	+4·1	+3·2
Madras Coast . . . . .	+3·4	+2·6	+3·1	+1·0	+1·9	+1·1	+0·3	+1·9
Madras Deccan . . . . .	+2·8	+3·2	+3·3	+3·6	+4·2	+4·7	+2·7	+3·5
South India . . . . .	—0·4	+1·7	+1·0	—2·9	—0·6	+1·9	+2·4	+0·4
Mean for whole of India . . . . .	+1·3	+1·5	+1·1	+0·7	+0·8	+2·0	+2·0	+1·3



The general temperature of the whole country was higher than usual on each day of the week, the excess being greatest and amounting to  $2^{\circ}$  on the 24th and 25th. On the latter day every province except Burma reported an excess of temperature. The provincial variations show that the heat during the week was about normal in Burma, Assam, Bengal, Bihar, Chota Nagpur, the Central Provinces, the West Coast, and South India, and was more or less excessive in all other places, the excess being as much as  $4^{\circ}$  in Sind. The maxima or day temperatures were very steadily excessive during the week, and as mentioned above the thermometer for the first time this season recorded readings exceeding  $100^{\circ}$  on several days in Southern and Central India.

**Rainfall.**—The week under review has been one of exceedingly light rainfall. Most of the light scattered showers which have been received during the week were attributable to the rapidly moving depression which crossed Northern India between the 23rd and 25th, but there was some rain due to local causes in Assam between the 19th and 22nd. As mentioned in the general summary the rainfall accompanying the depression was exceedingly slight considering the intensity of the storm and the rainfall table at the close of the summary shows that effective rain, i. e., rain averaging over one-tenth of an inch was received only in three of the rainfall divisions, *vis.*, East Bengal, the Assam Valley, and the hills of the North-Western Provinces, though rain in small and unimportant amounts was received in addition in the Surma and Hills divisions of Assam, Central Bengal, the Bengal Hills, the submontane divisions of the North-Western Provinces, the South-East and South Punjab, the Punjab Hills, the Baluchistan Hills and the north division of the East Coast. All other parts of the country were rainless throughout the week. In the case of East Bengal the average actual rainfall was slightly heavier than usual, and in the case of the Assam Valley and of Baluchistan the rainfall was exactly normal, but in all other places even where rain had been received the amount was less than the small normal fall.

As a consequence of this light and generally deficient fall the condition of the seasonal rainfall returns has not improved and indicates a considerable seasonal deficiency over a large part of the country. In the eastern and central divisions of Bengal, Bengal Hills, the Bihar division, the east of the North-Western Provinces, Malabar, South-Central Madras, Coorg and Berar, the total rainfall from the 1st of January has been more or less excessive and in the Assam Valley, North Bengal, Chota Nagpur, the Oudh divisions, the East Submontane division of the North-Western Provinces and the south of Madras, the total fall has been about normal, but in all the remaining divisions the rainfall has been short of the normal, and over a considerable part of the country no rain whatever was received during the whole period.



Provinces.	Division.	RAINFALL DATA FOR WEEK ENDING 25TH FEBRUARY, 1899.			RAINFALL DATA FROM 1ST JANUARY TO 25TH FEBRUARY, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 1st Janu- ary to 25th Feb- ruary.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0	0	0	0.07	- 100
	2. Lower Burma Deltaic	0	0.02	-0.02	0	0.30	- 100
	3. Central do.	0	0	0	0	0.17	- 100
	4. Upper do.	0	0.12	-0.12	0.21	0.33	- 36
	5. Arakan	0	0.07	-0.07	0	0.18	- 100
	6. Eastern Bengal	0.22	0.12	+0.10	1.84	1.50	+ 23
	7. Assam Surma	0.01	0.28	-0.27	1.29	2.13	- 39
	8. Do. Hills	0.06	0.20	-0.14	1.23	1.94	- 37
	9. Do. Brahmapura	0.20	0.20	0	2.07	1.98	+ 5
	10. Deltaic Bengal	0	0.12	-0.12	1.07	1.51	- 29
PUNJAB AND ASSAM	11. Central do.	0.03	0.08	-0.05	2.10	1.18	+ 78
	12. North do.	0	0.07	-0.07	0.89	0.94	- 5
	13. Bengal Hills	0.05	0.19	-0.14	1.86	1.52	+ 22
	14. Orissa	0	0.17	-0.17	0.68	1.18	- 93
	15. Chota Nagpur	0	0.08	-0.08	1.32	1.41	- 6
	16. South Bihar	0	0.05	-0.05	2.41	1.11	+ 117
	17. North do.	0	0.05	-0.05	1.47	1.07	+ 37
	18. North-Western Provin- ces East	0	0.05	-0.05	1.20	1.00	+ 20
	19. South Oudh	0	0.04	-0.04	1.05	0.99	+ 6
	20. North do.	0	0.04	-0.04	1.05	1.14	- 8
NORTH-WESTERN PROVINCES AND ODDH.	21. North-Western Provin- ces Central	0	0.04	-0.04	0.38	0.78	- 51
	22. North-Western Provin- ces West	0.01	0.09	-0.08	0.19	0.96	- 80
	23. North-Western Provin- ces East Submon- tane	0	0.07	-0.07	1.13	0.95	+ 19
	24. North-Western Provin- ces West Submon- tane	0.01	0.18	-0.17	1.04	2.37	- 56
	25. North-Western Provin- ces Hills	0.11	0.48	-0.37	2.73	4.61	- 41
	26. South-East Punjab	0.02	0.09	-0.07	0.22	1.17	- 81
	27. South do.	0.02	0.13	-0.11	0.04	1.12	- 97
	28. Central do.	0	0.19	-0.19	0.63	2.08	- 70
	29. Punjab Submontane	0	0.25	-0.25	0.89	2.62	- 69
	30. Do. Hills	0.05	0.82	-0.77	3.43	5.69	- 40
PUNJAB	31. North Punjab	0	0.33	-0.33	2.07	3.09	- 33
	32. West do.	0	0.08	-0.08	0.52	0.81	- 35
	33. Malabar	0	0.04	-0.04	0.78	0.49	+ 59
	34. Madras South-Cen- tral	0	0.03	-0.03	0.58	0.37	+ 57
	35. Coorg	0	0.02	-0.02	0.07	0.36	- 86
	36. Mysore	0	0.02	-0.02	0.04	0.10	- 60
	37. Konkan	0	0	0	0	0.12	- 100
	38. Bombay Deccan	0	0.02	-0.02	0	0.08	- 100
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0.04	-0.04	0.01	0.17	- 94
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	41. Barar	0	0.06	-0.06	0.26	0.10	+ 63
	42. Central Provinces West	0	0.09	-0.09	0.24	0.70	- 66
	43. Central Provinces Cen- tral	0	0.09	-0.09	0.34	0.86	- 60
	44. Central Provinces East	0	0.07	-0.07	0.27	0.83	- 67
	45. Gujarat	0	0.01	-0.01	0	0.09	- 100
	46. Kathiawar	0	0	0	0	0.10	- 100
	47. Sind	0	0.05	-0.05	0.01	0.61	- 98
	48. Baluchistan Hills	0.02	0.61	-0.59	2.03	3.94	- 48
	49. Central India East	0	0.10	-0.10	0.20	0.65	- 69
	50. Rajputana East, Cen- tral India West	0	0.12	-0.12	0.01	0.37	- 97
RAJPUTANA AND CENTRAL INDIA.	51. West Rajputana	0	0.10	-0.10	0	0.46	- 100
	52. East Coast North	0.06	0.06	0	0.11	0.47	- 77
	52-A. Do. do. (a)	0	0	0	0	0.09	- 100
	53. Hyderabad South	0	0.05	-0.05	0	0.29	- 100
	54. Madras Central	0	0.02	-0.02	0	0.08	- 100
	55. East Coast Central	0	0.03	-0.03	0.01	0.50	- 98
	56. Do. South	0	0.04	-0.04	0.37	0.84	- 56
	57. Madras South	0	0.14	-0.14	1.31	1.12	+ 17

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 2nd March 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 4th March.*—No rain fell during the week except scattered local showers. The water-supply is generally sufficient. Some sowings are being carried out in parts. The standing crops are generally in fair condition. The harvest is yielding a fair to normal outturn. Pasturage is scarce, but fodder is generally sufficient. Prices have risen slightly in parts of the Southern districts.

**Bombay.**—*For week ending 8th March.*—Slight rain fell in one taluka of Khandesh. The standing crops have been injured by drought in one taluka of the Upper Sind Frontier. American cotton has been blighted in two talukas of Dharwar. The reaping of the late crops continues in seventeen and preparations for next season are being made in ten districts. Cotton picking is progressing in parts of Gujarat, Kathiawar and Belgaum. Fodder is sufficient except in parts of Sind. Agricultural stock is generally healthy. Prices have fallen in five and risen in four districts.

**Bengal.**—*For week ending 6th March.*—The rain which fell during the week over a considerable part of Bengal Proper and in Orissa has benefited spring rice, which is still being transplanted, and helped the ploughing of lands for autumn rice and jute. The spring harvest is in progress, and generally promises to yield a good outturn. The pressing of sugarcane still continues in several districts. Opium is being collected in some districts, and the yield is reported to be fair. The fodder-supply is sufficient. Prices are on the whole stationary.

**North-Western Provinces and Oudh.**—*For week ending 8th March.*—With the exception of a slight shower in one district the weather has been clear and seasonable during the week. More rain is said to be needed in a few districts. The standing crops are thriving. Irrigation where necessary and the pressing of sugarcane continue. The spring crops are fast ripening and are being harvested in parts. The extraction of opium is in progress. Except for slight damage by frost and rats in places prospects are favourable. Supplies and fodder are sufficient. Prices have risen or are falling in some districts, otherwise they are stationary.

**Punjab.**—*For week ending 8th March.*—Slight rain fell in parts of the Rawalpindi and Peshawar districts, but more is badly wanted throughout the province. Ploughings for the autumn crops continue. The condition of the irrigated crops is good to average. Some of the crops on unirrigated areas have totally failed and most of them are drying up for want of rain. Crops are being damaged by rats in parts of Umballa and by caterpillars in parts of Ferozepore. Cattle are generally in fair condition. Fodder is sufficient in all districts, except Delhi, Lahore, Shahpur and Dera Ismail Khan. Prices, especially of wheat, are rising in Jullundur and Lahore, falling in Peshawar and Dera Ismail Khan and are unchanged elsewhere. Wheat is selling from 15½ to 20½, gram 19 to 25, barley 29, bulrush millet 18 to 24½, maize 25 to 33, great millet 25 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 7th March.*—The weather is generally clear and the heat is increasing steadily. Slight showers of rain fell in parts of the Chhindwara, Bhandara, Balaghat and Bilaspur districts during the week. The threshing of the autumn crops has nearly been completed and the pressing of sugarcane continues. The reaping of the spring crops is in full swing in the



north of the Provinces and has nearly been completed in the south. The estimated outturn is 45 to 60 in Bhandara, 90 to 103 in Mandla and 90 in the Chhindwara Tahsil. In the northern half of Damoh crop prospects are gloomy. Damage estimated at a lakh of rupees has been caused by the hailstorm of the 11th February to the standing crops in 50 villages of Saugor. Employment for agricultural labour is scarce in parts of Saugor and the harvest migration has brought some beggars over the border from Lalitpur and village relief has been granted to 437 destitute and infirm paupers in the Khurai and Banda Tahsils. Prices continue very easy in Saugor, thus obviating distress. Fodder is scarce in the Bargarh Tahsil of Sambulpur. Wheat is selling dearer than usual in Damoh, Hoshangabad and the Nagpur country. The rates for gram and *juar* rate very low, and rice is singularly cheap, in Seoni, Balaghat and Chhatusgarh. The cheapest prices are—wheat 19½, gram 30, rice 22½, and *juar* 27 seers per rupee. The dearest prices are—wheat 12, gram 16, rice 11½ and *juar* 10 seers per rupee.

**Burma.**—*For week ending 4th March.*—In Lower Burma threshing has been completed. In Upper Burma most of the dry weather crops have been sown or transplanted. Harvesting of maize and gram has commenced in Minbu. The standing crops are doing well. The price of paddy has fallen nearly one-tenth in Rangoon and to a less extent in Prome, Thongwa and Bassein, but has risen slightly in Pegu, Amherst and Mandalay and very considerably in the Northern Shan States.

**Assam.**—*For week ending 7th March.*—Rain fell in all districts except Goalpara and the Garo Hills. Ploughing for early rice in the Assam Valley Districts and for low land winter rice in Sylhet continues. Gathering of mustard and pulses, hoeing of tea and pressing of sugarcane are in progress. The outturn of the mustard crop is below the average and prospects of sugarcane are generally good. Pruning of tea is finished. Land is being prepared for the jute crop in Goalpara. Fodder is scarce in Cachar, the Naga, Khasi and Jaintia Hills and in parts of Sylhet and water insufficient in the two latter hill districts. Prices—common rice, Silchar, Dhubri, Gauhati, Tezpur and Nowgong 16, Sylhet 17, Sibsagar 12 and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 8th March.*—The standing crops are in good condition. Paddy has been harvested in parts of Tumkur and Chitaldrug and *ragi* (*Eleusine coracana*) in Mysore. Prices have fallen in Bangalore, Tumkur, Kadur and Shimoga and risen in Kolar and Mysore.

**COORG:** The threshing of rice and coffee-picking continue in parts. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar.**—*For week ending 8th March.*—The days are growing warm but the nights continue cool. Harvesting of the winter crops is well advanced and land is under preparation in all districts except Amraoti for the ensuing rain crops. Fodder and water are insufficient in parts of three districts. The price of *jowar* has fallen in Akola and Buldana.

**HYDERABAD:** Slight rain fell during the week. Harvesting of the spring crops is progressing. The standing winter rice crop is in fairly good condition. Prices of grain continue to fall in parts. Prices—wheat 9½, coarse rice 10½ and *jowari* 22½ seers per current sicca rupee.

**Central India.**—*For week ending 8th March.*—No rain fell in Central India during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. Agricultural stock is healthy and pasturage sufficient. Prices continue normal. The condition of opium is fair in Bhopal and Malwa and good in Gwalior.

**Rajputana.**—*For week ending 8th March.*—Agricultural operations are progressing satisfactorily except in Merwara. The state of the crops is



generally good but they have been damaged to some extent by frost in Ajmere-Merwara. The average estimated outturn of the spring crops in Merwara is  $6\frac{1}{2}$  annas. Cattle are generally in good condition. A scarcity of fodder prevails in Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypur and Bikanir. Prices are rising in Ajmere and 3 States, falling in 3 others, and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 90 persons emigrated during the week. The total emigration from Merwara up to date amounts to 4,243 persons. The numbers employed on relief works were—349 in Ajmere, 4,807 in Merwara and 964 in Marwar. Prices—Ajmere 18, Beawar 22 and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 7th March.*—The weather is fine. Prices continue below normal. The price of rice is 27 seers per rupee.

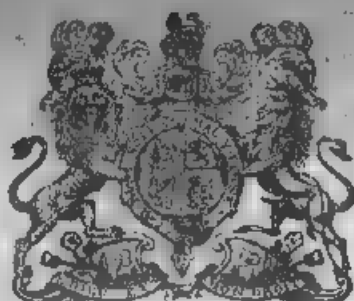
**JAMMU PROVINCE.**—*For week ending 8th March.*—No rain fell during the week. The condition of the standing crops is generally fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18, and maize at 24 seers per rupee.

**Nepal.**—*For week ending 4th March.*—No rain fell during the week. The weather is daily getting warmer. The price of rice is  $8\frac{1}{2}$  seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*





SUPPLEMENT TO  
**The Gazette of India.**

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**OFFICIAL PAPERS.**

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GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

**APPROPRIATION REPORT**  
ON  
**THE ACCOUNTS**

OF  
**THE GOVERNMENT OF INDIA**  
FOR

**1897-98.**

BY

**A. F. COX,**

CONTROLLER AND AUDITOR GENERAL.

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## APPROPRIATION REPORT ON THE ACCOUNTS OF 1897-98.

### GENERAL REVIEW.

Throughout the report the figures are tons of rupees (Rs. 1=100), with the last two figures cut off for brevity, thus, 142,7 reads — hundred and forty-nine thousand seven hundred less of rupees.

1. The Budget Estimate of 1897-98 anticipated a deficit of 2,464,0, notwithstanding that the rate of exchange, 14'46d., taken in it, resulted in an improvement of 1,360,0 as compared with the Estimate of 1896-97. Owing to a continuation of the drought of 1896, the Estimate anticipated a loss of 1,337,8 under Land Revenue and Railway earnings, while it provided 3,641,2 for actual famine relief. The expenditure however exceeded even this large provision, owing mainly to the monsoon rains being late though ultimately very favourable. There was also a renewal of plague which necessitated expenditure on preventive measures in every Province, but especially in Bombay.

2. In addition to the calamities of famine and plague, the Government of India had to meet heavy charges in repairing the damage done to buildings and Railway works by the earthquake of the 12th June 1897, which affected the north-eastern parts of the country. The earthquake was followed by trouble on the North-West Frontier, which involved additional military expenditure of 3,848,0. The expenditure on Famine Relief exceeded the Budget provision by 1,684,4, chiefly in the Central Provinces and Madras. In the former, relief had to be continued later than had been expected, because a series of bad seasons before 1896-97 had greatly impoverished the people; while in Madras the extent of the distress was under-estimated. There were excesses too in Bombay and the North-Western Provinces, mainly due to the late arrival of the monsoon rains. Altogether the loss of Revenue and additional expenditure, due directly or indirectly to famine, amounted to some 8,920,8. To meet these unforeseen demands it was found necessary to reduce expenditure on Railway Construction; to postpone till January 1898 all other expenditure that could be postponed; to stop the sale of Council Bills for 14 weeks from September 8th to December 15th, and to obtain a remittance from the Secretary of State of one crore of rupees by means of Bank drafts. There was a large falling off under Opium Revenue, and Salt yielded a worse result owing to the postponement of actual payment to the following year on the security of Government Paper under rules in force in Madras. On the other hand, there was a considerable and unexpected improvement under Railways owing to the movement of grain into the famine districts and the conveyance of troops to take part in the Frontier Operations, while the special demand for canal water resulted in a large improvement in Irrigation Revenue. The greatest improvement was however due to the rise in the rate of exchange from 14'46d. to 15'35d., which produced a saving (including exchange compensation) of 1,648,2. The net result of the year's accounts is a deficit of 5,359,2.

3. No changes in classification of Revenue and Expenditure requiring special notice were made during the year.



4. The following summary gives the Budget and Account figures of 1897-98, which are reviewed in this report. The details will be found in the statements on pages 584 to 596:—

RECEIPTS.		REVENUE AND EXPENDITURE.		OUTGOINGS.	
Budget.	Accounts.			Budget.	Accounts.
63,774.6	63,154.3	A	Principal Heads of Revenue .	11,229.4	10,816.8
841.3	872.2	B	Interest . . . . .	3,550.0	3,472.3
2,982.8	3,370.6	C	Post Office, Telegraph, and Mint . . . . .	2,891.2	2,869.5
1,689.2	1,723.3	D	Civil Departments . . . . .	15,467.8	15,739.6
1,023.1	941.0	E	Miscellaneous . . . . .	5,913.0	5,716.8
...	...	F	Famine . . . . .	3,666.2	5,363.1
...	...	G	Construction of Railways . . . . .	7.3	3.8
20,682.4	21,260.9	H	Railways . . . . .	23,499.2	22,693.5
3,122.5	3,569.8	J	Irrigation . . . . .	3,111.7	3,144.1
679.6	667.8	K	Buildings and Roads . . . . .	5,780.1	5,418.9
881.3	881.9	L	Army Services . . . . .	24,195.5	26,096.8
...	...	LL	Special Defence Works . . . . .	19.4	23.7
...	...	M	Provincial Surplus + or Deficit — . . . . .	—1,190.0	—457.7
...	...		Imperial Surplus + or Deficit — . . . . .	—2,464.0	—5,359.2
<u>95,676.8</u>	<u>96,442.0</u>		TOTAL . . . . .	<u>95,676.8</u>	<u>96,442.0</u>

RECEIPTS.		OTHER TRANSACTIONS.		OUTGOINGS.	
Budget.	Accounts.			Budget.	Accounts.
—2,464.0	—5,359.2		Imperial Surplus or Deficit as above . . . . .	...	...
...	...	N	Capital Outlay on Railways, Irrigation and Other Works . . . . .	6,588.6	4,328.5
6,924.9	6,077.8	O	Permanent Debt . . . . .	...	...
1,000.0	5,000.0		Temporary Debt . . . . .	...	...
502.4	...	P	Unfunded Debt . . . . .	...	308.2
1,497.5	2,944.6	Q	Deposits and Advances . . . . .	...	...
91.5	45.0	R	Loans and Advances by Impe- rial Government . . . . .	...	...
...	...	RR	Loans and Advances by Pro- vincial Governments . . . . .	336.9	553.6
...	...	S	Guaranteed and Subsidized Companies, Capital Ac- counts . . . . .	1,274.0	1,406.8
...	...	T	Remittances . . . . .	15.0	333.8
13,000.0	9,506.1	U	Secretary of State's Bills . . . . .	13,025.3	9,472.8
16,280.5	16,706.1	V	Cash Balance, April 1st . . . . .	...	...
...	...		Ditto, March 31st . . . . .	15,593.0	18,516.7
<u>36,832.8</u>	<u>34,920.4</u>		GRAND TOTAL . . . . .	<u>36,832.8</u>	<u>34,920.4</u>



## Comparison with the year 1896-97.

5. The comparison in respect of revenues with the year 1895-97 is as follows:—

REVENUES.	1896-97.	1897-98.	Difference. 1897-98, greater (+) or less (—).
Principal Heads of Revenue . . . . .	62,192.4	63,154.3	+961.9
Interest . . . . .	1,082.6	872.2	—210.4
Post Office, Telegraph, and Mint . . . . .	3,011.6	3,370.6	+359.0
Civil Departments . . . . .	1,678.6	1,723.5	+44.9
Miscellaneous . . . . .	1,066.6	941.0	—125.6
Railways . . . . .	20,297.8	21,260.9	+963.1
Irrigation . . . . .	3,150.7	3,569.8	+419.1
Buildings and Roads . . . . .	696.2	667.8	—28.4
Army Services . . . . .	953.3	831.9	—121.4
TOTAL . . . . .	94,129.8	96,442.0	+2,312.2

6. The important variations under *Principal Heads of Revenue* are the following:—

Land Revenue . . . . .	+1,709.2
Opium . . . . .	—1,229.4
Salt . . . . .	+172.5
Excise . . . . .	—124.7
Provincial Rates . . . . .	+186.4
Customs . . . . .	+149.8
TOTAL . . . . .	+863.8

7. The increase under *Land Revenue* occurred chiefly in the North-Western Provinces (615.3), Madras (291.7), Bombay (276.8), Burma (249.4), Punjab (176.4), and Bengal (101.3). It was due chiefly to excellent harvests and high prices having rendered it possible to collect arrears in these Provinces. The improvement under *Provincial Rates* was due to the same cause, but in both cases the comparative increase was the greater in consequence of the low collections and large remissions of the previous year. Under *Opium* there was a reduction of 859.4 under Bengal Opium owing to a large fall in price (from Rs. 1,243 to Rs. 1,023 per chest). There was also a falling off of 367.8 in Opium Pass Fees, due partly to a diminished demand in China, and partly to a reduction in the rate of duty (Rs. 600 to Rs. 500). Under *Salt* the increase was due partly to a revival of the trade after the famine disappeared, and partly to a larger proportion of cash transactions in Madras than in the previous year. The decrease under *Excise* was almost entirely due to the famine. Under *Customs* the improvement occurred chiefly in Import duties in Madras and Bombay, mainly in the duties on oils, silver bullion and coin, and articles of food and drink.



8. Under *Interest* the decrease was mainly caused by the fact that a premium was realized on loans issued both in India and in England in 1896-97, while the loan issued in 1897-98 was at a discount. There was an increase of 95,7 in *Post Office Revenue*, and of 237,8 in *Telegraph Receipts*, the latter being due to the large increase in message traffic owing to the Military Operations on the North-West Frontier, the famine, plague, and the earthquake of June 1897. There was an increase in *Mint Receipts*, due chiefly to a large dollar coinage for the Straits Settlements and a re-coinage of Kashmir and Bhopali rupees. Under *Civil Departments* the improvement occurred chiefly under Marine, and was due to larger recoveries on account of hire of vessels employed in conveying troops to the south coast of Africa, Mombassa, and Suez, and to and from the Cape and Mauritius. The decrease under *Miscellaneous* occurred chiefly under Gain by Exchange (100,2).

9. Under *Railway Revenue* the improvement was mainly due to the running of extra *Wagon* and mule trains and to the movement of food grains into the famine districts. The chief contributors to the improvement were the North-Western Railway (594,9), the Eastern Bengal Railway (477,8), and the East Indian Railway (433,6). Under *Irrigation* the improvement occurred mainly in the Direct Receipts from canals in the North-Western Provinces and Oudh (145,5), and the Punjab (120,4), owing to the drought, but partly also to the development of irrigation from the Chenab Canal. An improvement of 92,9 occurred under Indirect Receipts under the Godavari and Kistna Delta systems.

10. A comparison of the expenditure side is given below. The average rate of Exchange for the Secretary of State's drawings in 1897-98 was 15'3539d. against 14'4505d. in 1896-97. The decrease under the different heads in the exchange on the English expenditure is shown separately:—

	1896-97.	1897-98.	DIFFERENCE, 1897-98, GREATER + OR LESS —		
			In the Exchange, on English expenditure.	Due to other causes.	TOTAL
Direct Demands on the					
Revenues . . . .	10,909,7	10,816,8	— 9,0	— 83,9	— 92,9
Interest . . . . .	3,453,9	3,472,3	— 117,2	+ 135,6	+ 18,4
Post Office, Telegraph, and					
Mint . . . . .	2,711,7	2,869,5	+ 13,1	+ 144,7	+ 157,8
Civil Departments . .	15,445,2	15,739,6	— 49,5	+ 343,9	+ 294,4
Miscellaneous . . . .	5,856,7	5,716,8	— 208,6	+ 68,7	— 139,9
Famine . . . . .	2,126,4	5,363,1	— 4,5	+ 3,241,2	+ 3,236,7
Construction of Railways .	12,8	3,8	...	— 9,0	— 9,0
Railways . . . . .	22,957,8	22,693,5	— 536,9	+ 272,6	— 264,3
Irrigation . . . . .	3,251,0	3,144,1	— 4	— 106,5	— 106,9
Buildings and Roads . .	5,783,3	5,418,9	+ 8,0	— 372,4	— 364,4
Army Services . . . .	24,253,3	26,996,8	— 392,9	+ 3,134,4	+ 2,741,5
Special Defence Works .	94,6	23,7	— 19,0	— 51,9	— 70,9
<b>TOTAL</b> . . . . .	<b>96,858,4</b>	<b>102,258,9</b>	<b>— 1,316,9</b>	<b>+ 6,717,4</b>	<b>+ 5,400,5</b>



11. To the decrease in the charges for Exchange, as shown above, should be added the saving (156,5) under Exchange Compensation.

12. Under *Direct Demands* there was a decrease of 97,6 under Opium expenditure due to the smaller crop; of 49,6 under Salt due to smaller expenditure on purchase of salt and on freight in Madras; and of 43,2 under Refunds and Drawbacks, the saving being largest in Madras and Bombay. On the other hand, there was an increase of 78,0 under Land Revenue, mainly through indirect famine charges, and of 27,6 under Excise, due to a change in the distribution of the establishment charges between Salt and Excise in Madras. Under *Interest* the excess was due to the payment of discount on the loans raised both in England (117,8) and India (50,6), and to no interest having been paid in the previous year to the Uncovenanted Service Family Pension Fund; this was partly counterbalanced by a saving arising from the transfer to Railway and Irrigation Accounts of a larger portion of interest charges in India in consequence of the increase in the *capital* expenditure. The increase under *Post Office and Telegraph* was the result of normal development, while that under *Mint* was mainly due to the large re-coining of Kashmir and Bhopali rupees. Under *Civil Departments* there was an excess of 278,7 under Medical, caused chiefly by plague operations. The excesses under Police (77,3), Law and Justice—Jails (38,6), and Law and Justice—Courts of Law (38,2), were chiefly due to the high prices of food-grains and the consequent payment of grain compensation. Part of the increase under Police was however due to plague measures, and under Jails to an increase in Jail population. Against these increases there was a saving of 69,5 under Political owing to the subsidy of the Amir of Afghanistan not having been fully drawn, and to the payment in the previous year of arrears of his subsidy. There was also a saving under Marine mainly in Exchange Compensation and because of a special payment in 1896-97 to the Madras Harbour Trust Board, in satisfaction of its claim against the Madras Port Fund. Under *Miscellaneous* the increase occurred chiefly under Superannuation Allowances and Pensions both in India (42,7) and England (27,2).

13. Under *Famine* the expenditure was almost entirely for famine relief (5,325,8). There was besides a small charge (37,5) for construction of Protective Irrigation Works. The largest excesses occurred in the Central Provinces (1,042,5), Madras (849,0), Bengal (642,3) and Bombay (619,3). Under *Railways* there was an increase of 381,6 in the working expenses of State Railways due to heavier traffic, and of 259,2 in the charges for Interest in India and England, but against these there was a saving of 349,2 owing to smaller surplus profits earned by Guaranteed Railways. Under *Irrigation* the decrease was due to restriction of Minor Works and Navigation owing to famine. But this was partly counterbalanced by larger expenditure on Major Works (51,7), due to increased charges for Interest (30,8) and increased cost of maintenance (20,9). Under *Buildings and Roads* the saving was caused by the restriction of expenditure in consequence of famine, and this saving would have been larger but for the charges due to the earthquake in Assam and Bengal. The increase under *Army Services* was entirely due to the expenditure on the North-West Frontier, which involved a charge of 3,848,0. On the other hand there was a decrease of 746,7, of which 337,6 is accounted for by the mobilisation charges of the previous year and the balance by a more favourable rate for paying British Troops and Exchange compensation. The head *Special Defence Works* was kept open for the record of expenditure in connection with armaments only, the accounts of which were closed in India on the 31st March 1897; and only English transactions appear in the accounts of 1897-98.



### Comparison of Accounts with Budget Estimates of 1897-98.

14. The following figures exhibit the differences in the net accounts between the Budget and the Actuals, those due to the rise in the rate of Exchange being shown in a separate column. A comparison of the gross figures has been given before in paragraph 4:—

	Due to rise in exchange.	Better + Worse — Due to other causes.	Net.
Principal Heads of Revenue . . . . .	+ 4,2	— 211,9	— 207,7
Interest . . . . .	+ 276,9	— 168,3	+ 108,6
Post Office, Telegraph, and Mint . . . . .	+ 28,1	+ 381,4	+ 409,5
Civil Departments . . . . .	+ 52,5	— 290,0	— 237,5
Miscellaneous . . . . .	+ 202,4	— 88,3	+ 114,1
Famine . . . . .	+ 2	— 1,697,1	— 1,696,9
Construction of Railways . . . . .	...	+ 3,5	+ 3,5
Railways . . . . .	+ 565,7	+ 818,5	+ 1,384,2
Irrigation . . . . .	+ 1	+ 414,8	+ 414,9
Buildings and Roads . . . . .	+ 11,8	+ 337,6	+ 349,4
Army Services . . . . .	+ 406,6	— 3,207,3	— 2,800,7
Special Defence Works . . . . .	+ 1,7	— 6,0	— 4,3

#### COMBINED DEFICIT, IMPERIAL AND

PROVINCIAL . . . . .	+ 1,550,2	— 3,713,1	— 2,162,9
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15. The improvements, due to a rise in the rate of Exchange, require no special explanation: it is necessary to explain only the differences arising from other causes. The worse result shown above may be ascribed to famine expenditure, and to the Military Operations on the North-West Frontier.

16. The total loss due to famine has again this year been brought together as was done last year. The following table is based on local estimates, and may be accepted as giving approximately the loss of revenue assignable to this cause:—

*Estimated net Loss of Revenue due to Famine 1897-98. (In thousands of Rupees.)*

	India.	Central Provinces.	Burma.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
<b>Loss of Revenue.</b>									
Land Revenue . . . . .	1,2	220,6	41,8	40,0	343,7	13,1	75,0	9	736,3
Salt . . . . .	...	...	...	70,3	...	...	...	4,0	74,3
Excise . . . . .	2	98,4	...	65,0	120,0	5,0	70,0	30,3	388,9
Provincial Rates . . . . .	...	27,5	...	...	37,0	2,0	10,4	...	76,9
Customs . . . . .	...	1,4	120,0	160,2	...	...	...	13,0	300,6
Forests . . . . .	...	14,6	...	6,5	8,6	5,3	15,0	30,3	80,3
Railways . . . . .	785,6	—44,9	...	6,4	102,0	293,1	—1,4	—2,8	1,738,0
<b>TOTAL</b> . . . . .	<b>787,0</b>	<b>317,6</b>	<b>161,8</b>	<b>354,4</b>	<b>611,3</b>	<b>318,5</b>	<b>169,0</b>	<b>75,7</b>	<b>2,795,3</b>
<b>INCREASE OF REVENUE.</b>									
Irrigation . . . . .	...	...	—2,4	6,5	268,2	195,7	—14,5	—26,6	426,9
<b>Net Loss</b> . . . . .	<b>787,0</b>	<b>317,6</b>	<b>164,2</b>	<b>347,9</b>	<b>343,1</b>	<b>122,8</b>	<b>183,5</b>	<b>102,3</b>	<b>2,368,4</b>



17. The expenditure was chiefly upon actual relief of famine, but there were also increased charges under other heads which arose directly or indirectly out of the distress. The following table brings together the expenditure thus arising from famine, and shows that the total loss on this account may be taken as 6,552.4.

*Statement of Excess Expenditure due to Famine (In Thousands of Rupees).*

	India.	Central Provinces	Burma.	Bengal.	N.-W. P. and Oudh.	Punjab	Madras.	Bombay.	Total.
Famine Relief, including Public Works Charges . . . . .	7.5	1,345.8	62.8	886.5	1,076.7	99.3	905.3	945.0	5,322.9
Charges due to famine—									
Army . . . . .	404.1	...	...	...	...	...	116.7	160.6	681.4
Public Works Department Buildings and Roads . . . . .	4	5.9	1.0	3	3	1.3	6	12.6	22.4
Marine . . . . .	5	...	...	...	...	...	...	...	5
Post Office . . . . .	25.8	...	...	...	...	...	...	...	25.8
Telegraph . . . . .	2.9	...	...	...	...	...	...	...	2.9
Land Revenue . . . . .	2	27.9	2	6.5	21.7	1.8	14.8	28.8	101.8
Law and Justice—Courts of Law . . . . .	1	6.3	2	16.6	8.5	1.7	1.0	4.8	39.2
Ditto —Jails . . . . .	9.4	10.3	8	33.0	52.5	17.9	1	11.5	134.9
Police . . . . .	1.5	12.4	1.1	37.6	11.3	7.9	4.1	33.6	109.8
Other heads . . . . .	13.8	12.8	4	22.0	10.5	3.5	6.8	41.0	110.8
<b>TOTAL . . . . .</b>	<b>466.2</b>	<b>1,421.3</b>	<b>65.9</b>	<b>1,002.5</b>	<b>1,175.5</b>	<b>133.4</b>	<b>1,049.7</b>	<b>1,237.9</b>	<b>6,552.4.</b>

The total loss of revenue and increase of expenditure due to famine may therefore be put down at about 8,930.8.

18. The chief variations between the Budget figures and the Accounts apart from exchange are explained below. The causes are in most cases the same as those already given to account for the differences between the accounts of 1896-97 and 1897-98. Under *Principal Heads of Revenue* the largest falling off occurred under Opium (370.8), the revenue of which showed a decrease of 636.4 due to the expected price for Bengal Opium not having been realized, and to a diminished demand for Indian Opium in China; while the expenditure gave a saving of 255.6, as the crop was a short one. The next largest decrease occurred under Excise, where the revenue showed a fall of 189.6 owing to the impoverished condition of the agricultural classes, and the expenditure an increase of 29.1 due to the change in Madras referred to in paragraph 12. Under Salt there was a decrease of 139.8 in the revenue due to an increase in credit transactions in Madras on the Security of Government Paper, counterbalanced by a saving of 96.4 in expenditure owing to an over-estimate. On the other hand, there were improvements in the revenue under Provincial Rates (101.6) and Customs (149.4) due to the causes mentioned in paragraph 7. There were smaller improvements under the Revenue heads of Assessed Taxes (45.2), Registration (45.6), attributed to the increased sales and mortgages of land in consequence of the famine; and under Land Revenue (37.5), due to arrear collections as stated in paragraph 7. Under *Interest* the cause of the excess is that stated in paragraph 12, to which may be added larger payments of interest in England on India Bills (63.1). On the other hand, there were reduced transfers to Railway Revenue Account (20.5), and smaller payment of interest on debt in India (109.1), besides less interest on Savings Bank Deposits (23.8). The excess under *Civil Departments* was due mainly to charges connected with the plague and famine, the largest of which occurred under Medical (278.6). There were excesses under Law and Justice—Jails (79.5), and Police (49.6), arising from the circumstances explained in paragraph 12. There were on the other hand savings under Education (45.1) spread over all the Provinces, and due chiefly to grants for special purposes not having been utilized. Political (49.8) also showed a saving owing to the subsidy of the Amir of Afghanistan not having been fully drawn. Under Marine the receipts showed an improvement of 60.4 for the reasons explained in paragraph 8. Under *Miscellaneous* the excess occurred chiefly under Superannuation both in India (22.5) and England (17.5) and under Stationery and Printing.



19. Under *Railway Revenue Account* the improvement was the net result of an increase in revenue of 578.5 and a decrease in expenditure of 240.0. The increase in revenue was due to the causes explained in paragraph 9. The increase was largest on the East Indian Railway (584.0), where it was partly due to pilgrim traffic. The other important increases were on the North-Western (482.8), Indian Midland (83.6), Madras Railway (49.7), and on the Burma Railway (109.3), the last being due to the Estimate having been kept low, as it was not considered likely that the high earnings of the previous year would be maintained. These improvements were partly counterbalanced by a falling off on some lines, the principal of which were on the Rajputana-Malwa Railway (275.5), Bombay, Baroda and Central India Railway (198.2), and the Great Indian Peninsula Railway (176.9). Under expenditure the decrease occurred under Surplus Profits of Guaranteed Railways (176.8), Land for Subsidised Companies (122.4), Interest (50.8), and under Miscellaneous Railway Expenditure (43.8), partly counterbalanced by an increase under Working Expenses of State Railways. The decrease under Surplus Profits was due mainly to the Bombay, Baroda and Central India Railway having earned no surplus during the second half of 1897 (56.9), and to the provision for land for the Calicut-Cannanore Branch of the Madras Railway having been only partially utilized (98.8). The excess under Working Expenses of State Railways occurred principally on the East Indian Railway (153.2), the Burma Railway (72.3), and the Eastern Bengal Railway (58.4). Under *Irrigation* there was an improvement in the revenue of 447.3, due to the causes stated in paragraph 9. There was an excess in the expenditure of 32.4, owing chiefly to the increase in the cost of maintenance necessitated by increased irrigation. Under *Buildings and Roads* the improvement was mainly due to restriction of expenditure in consequence of famine, and would have been larger by about 94.0 but for expenditure in Assam due to earthquake damages. Under *Army Services* the large excess was due to the Military Operations, which involved an outlay of 3,848.0. Apart from this expenditure there was a saving of 563.5, of which 109.2 occurred in England, chiefly under Indian Troop Service, due to the engagement of fewer transports, and 133.1 under Special Services, for which the Budget provided 321.6. The saving was largest in the charges on account of Occupation of Chitral and its Communications (117.6), owing to the charges for a part of the year having been shown under Military Operations on the North-West Frontier. There was a saving of 321.2 in the ordinary charges, due chiefly to smaller payments of Exchange Compensation (61.8), short strength of the army, chiefly in the British army, which was short by two battalions for a part of the year (106.9), the saving in pay, stores, and clothing due to despatch of troops to Mombassa at the cost of the Home Government (10.4), deputations to the Civil Department for plague duty (17.1), smaller purchase of remounts and to the purchase of Australian horses at more favourable rates, and saving in feed of cattle and remounts (86.9), smaller consumption of malt liquor owing to the absence of British regiments on field service (56.8), fewer movements of troops and stores in consequence of the absence of troops on field service (53.3), larger recoveries for supplies to other departments (20.2), saving in cost of clothing (13.0), less horse allowance to Artillery and Cavalry officers (11.8), and favourable rates for food supplies in the Madras Command (42.9). These savings were partly counterbalanced by increased charges elsewhere than in Madras for food supplies owing to famine and field operations on the North-West Frontier (48.8), special money grants to troops on the occasion of the Diamond Jubilee (11.7), and by 180.9 for compensation to Native troops for dearness of provisions and forage.

20. The Budget estimated for an expenditure of 3,654.0 in excess of the revenue on the whole account, but 1,190.0 of this was payable out of accumulations of Provincial and Local Balances, so that there was a net deficit on Imperial Account of 2,464.0. The accounts closed with a deficit on Imperial account of 5,359.2 and on Provincial and Local account of 457.7. The net Imperial expenditure has therefore been worse than the Budget by  $5,359.2 - 2,464.0 = 2,895.2$ , and the net Provincial and Local expenditure better by  $1,190.0 - 457.7 = 732.3$ .



21. The details of these fluctuations are given below, the sign + meaning better, and — worse, than the estimate:—

	REVENUE SIDE.			EXPENDITURE SIDE.		
	Imperial.	Provincial.	TOTAL.	Imperial.	Provincial.	TOTAL.
Principal Heads of Revenue	— 1,149.2	+ 528.9	— 620.3	+ 376.9	+ 35.7	+ 412.6
Interest	+ 24.6	+ 6.3	+ 30.9	+ 82.8	— 5.1	+ 77.7
Post Office, Telegraph, and Mint	+ 386.7	+ 1.1	+ 387.8	+ 26.3	— 4.6	+ 21.7
Civil Departments	+ 33.5	+ 8	+ 34.3	+ 69.6	— 341.4	— 271.8
Miscellaneous	— 73.1	— 9.0	— 82.1	+ 204.8	— 8.6	+ 196.2
Famine	...	...	...	— 1,747.9	+ 31.0	— 1,696.9
Construction of Railways	...	...	...	...	+ 3.5	+ 3.5
Railways	+ 577.8	+ 7	+ 578.5	+ 811.9	— 6.2	+ 805.7
Irrigation	+ 207.6	+ 239.7	+ 447.3	— 31.9	— 5	— 32.4
Buildings and Roads	+ 3.0	— 14.8	— 11.8	+ 106.4	+ 254.8	+ 361.2
Army	+ 6	...	+ 6	— 2,801.3	...	— 2,801.3
Special Defence Works	...	...	...	— 4.3	...	— 4.3
TOTAL	+ 11.5	+ 753.7	+ 765.2	— 2,906.7	— 21.4	— 2,928.1
TOTAL NET	— 2,895.2	+ 732.3	— 2,162.9	...	...	...

22. The improvement in the Provincial and Local Section occurred chiefly in the Principal Heads of Revenue and in the Provincial share of Irrigation, and in the charges for Buildings and Roads.

23. The principal items making up the difference in the Imperial Section are indicated in the following table:—

	IMPERIAL.	Better.	Worse.
Improvement due to the rise in the rate of Exchange		1,550.2	...
Land Revenue net (excluding improvement due to the difference in the rate of Exchange)		...	409.9
Opium	"	...	371.0
Excise	"	...	151.0
Customs	"	145.9	...
Interest	"	...	169.4
Post Office, Telegraph, and Mint	"	385.0	...
Exchange	"	...	116.0
Famine Insurance	"	...	1,748.0
Railways	"	824.1	...
Irrigation	"	175.6	...
Buildings and Roads	"	97.6	...
Army	"	...	3,207.3
Minor Improvements under other heads	"	99.0	...
		3,277.4	6,172.6
NET WORSE		2,895.2	



### Appropriation Audit.

24. The Budget grants have been exceeded under several heads. The excesses, distinguishing those requiring sanction from those for which extra grants have already been made, have been noticed under each head of expenditure, and the detailed reasons for the excess have been also there stated. The following table brings together the excesses under each head still requiring sanction. The Bengal Government passed an order appropriating, to meet part of the excess in the Provincial column, the savings available under other heads; but as it made no specific appropriation to meet each particular excess, it is necessary to show the total excess as uncovered by grant.

*Excess expenditure over Budget Estimate awaiting sanction of the Imperial Government.*

[illegible]



## Section A.—PRINCIPAL HEADS OF REVENUE.

1896-97. Accounts.		Budget.	1897-98, Revised.	Accounts.
62,192.4	REVENUE	63,774.6	63,425.6	63,154.3

25. The revenue in this section fell short of the Budget Estimate by 640.3, but exceeded the actuals of the previous year by 951.9. Of the decrease as compared with the Budget Estimate, 636.4 occurred under Opium, due to a fall in price and to a diminished demand for Indian opium in China; 139.8 under Salt, due chiefly to a fall in the cash and rise in the credit transactions in Madras, owing to the low price of Government paper, but partly also to smaller sales of Government salt in Madras, and a decline in duty on imported salt in Bengal; and 189.6 under Excise, due chiefly to the distressed condition of the agricultural classes; there were smaller decreases under Forest and Tributes. These decreases were counterbalanced to the extent of 379.8 by improvements under the other heads, the most important being those of 101.6 under Provincial rates, due chiefly to collection of arrears; of 149.4 under Customs, due to larger imports of oils, bullion and coins and articles of food and drink, and larger exports of rice in Madras and Bombay; Assessed Taxes and Registration contributed 45.2 and 45.6, respectively to the increase, due, under the latter, chiefly to an increase in the number of sales and mortgages of land as an effect of the famine. There was an improvement of 37.5 under Land Revenue, due to better collections consequent on the improved conditions of the latter part of the year.

26. Of the improvement as compared with the actuals of the previous year, 1,709.2 occurred under Land Revenue, due partly to the realizations of arrears, and partly to the low collections and large remissions of the previous year, 172.5 under Salt, due partly to a revival of the trade from the effects of the famine, and partly to larger cash transactions in Madras, 186.4 under Provincial Rates, 149.8 under Customs and 28.2 under Registration owing to the reasons given above, 59.3 under Stamps, due indirectly to the scarcity. These improvements were partly counterbalanced by decreases of 1,229.4 under Opium, and 124.7 under Excise, due to the reasons stated above, and of 17.7 under Tributes.

## I.—Land Revenue.

		India.	Central Prov. Incom.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Pun- jab.	Mad- ras.	Bom- bay.	TOTAL.
Ordinary Land Revenue.	Accounts. 1896-97 .	132.8	656.6	1,266.8	559.8	3,779.0	5,641.5	2,137.8	5,004.1	3,464.6	22,004.0
	Budget .	137.8	595.0	1,301.2	566.0	3,811.3	5,881.0	2,233.2	5,535.6	3,800.0	23,864.0
	Revised . 1897-98 .	134.3	660.4	1,387.0	551.3	3,837.6	5,832.4	2,368.0	5,316.3	3,855.0	23,949.0
	Accounts .	134.2	664.6	1,427.2	549.6	3,815.6	5,674.4	2,349.4	5,360.0	3,703.5	23,738.5
Assessment of Alienated Lands less Quit Rents.	Accounts. 1896-97 .	...	...	...	...	8.6	...	22.1	...	981.4	1,012.1
	Budget .	...	...	...	...	5.9	...	22.6	...	979.1	1,007.6
	Revised . 1897-98 .	...	...	...	...	6.0	...	23.9	...	976.9	1,006.8
	Accounts .	...	...	...	...	8.1	...	23.3	...	978.3	1,009.7
Sale of Proprietary Right, Sale of Waste Lands, etc., and Receipts for the Improvement of Government Estates.	Accounts. 1896-97 .	5	...	...	6	54.5	1.4	71.2	4.8	...	133.0
	Budget .	1.1	...	...	2.0	57.5	7	14.0	4.7	...	80.9
	Revised . 1897-98 .	6	...	...	3.0	62.5	1.0	48.8	34.8	...	150.7
	Accounts .	4	...	1	2.8	67.4	3.4	44.6	17.3	...	135.7
Capitation Tax or House Tax levied in lieu thereof, including Thagha-medra Tax.	Accounts. 1896-97 .	9	...	807.9	...	1.1	...	...	...	...	809.0
	Budget .	1.5	...	832.0	...	9	...	...	...	...	834.4
	Revised . 1897-98 .	7	...	971.0	...	1.0	...	...	...	...	972.7
	Accounts .	1.3	...	925.7	...	1.5	...	...	...	...	928.4



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## I.—Land Revenue—continued.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Punjab.	Madras.	Bombay.	Total.
Fisheries and other Receipts classed as Miscellaneous Revenue.	Accounts.	1896-97 .	13.3	3.0	293.2	45.8	33.7	40.5	98.8	241.5	792.3
	Budget .		12.7	4.1	289.7	45.6	49.4	43.2	91.2	235.7	799.8
	Revised .	1897-98 .	12.2	4.0	292.0	45.7	82.9	44.1	91.6	228.9	818.2
	Accounts .		12.9	3.1	293.3	44.0	85.6	41.9	93.6	235.6	836.1
TOTAL	Accounts.	1896-97 .	147.5	660.3	2,395.9	606.2	3,876.9	5,104.4	2,329.7	5,252.4	24,846.3
	Budget .		153.1	600.0	2,422.9	614.6	3,925.0	5,827.5	2,361.9	5,776.0	26,586.7
	Revised .	1897-98 .	148.0	670.0	2,600.0	600.0	3,990.0	5,877.5	2,533.2	5,580.0	26,857.4
	Accounts .		148.7	667.7	2,645.3	596.1	3,978.2	5,719.7	2,510.9	5,612.9	26,648.4
Deduct—Land Re- venue due to Irriga- tion.	Accounts.	1896-97 .	...	...	...	...	...	117.5	53.1	604.3	871.8
	Budget .		...	...	...	...	...	117.5	52.3	676.3	944.5
	Revised .	1897-98 .	...	...	...	...	...	117.5	57.0	680.0	954.4
	Accounts .		...	...	...	...	...	117.5	57.9	675.1	954.7
TOTAL	Accounts.	1896-97 .	147.5	660.3	2,395.9	606.2	3,876.9	4,986.9	2,276.6	4,648.1	23,974.5
	Budget .		153.1	600.0	2,422.9	614.6	3,925.0	5,810.0	2,309.6	5,099.7	25,046.2
	Revised .	1897-98 .	148.0	670.0	2,600.0	600.0	3,990.0	5,760.0	2,476.2	4,930.0	25,032.8
	Accounts .		148.7	667.7	2,645.3	596.1	3,978.2	5,002.2	2,453.0	4,937.8	25,083.7

27. The actuals exceeded the Budget Estimate and the actuals of the previous year by 37.5 and 1,709.2 respectively. The improvement as compared with the Budget was small in the aggregate; there were improvements in some Provinces and falling off in others. The principal improvements were in Burma, (223.4) due to growth in the assessed area and prompt realizations of *Ordinary Land Revenue*, chiefly owing to good harvests, and larger collections of Capitation and Thathameda taxes, in the Central Provinces (67.7) and Punjab (143.4) were due chiefly to better collections of *Ordinary Land Revenue* consequent on the improved condition in the latter part of the year owing to the termination of the amine, and in Bengal (53.2) due chiefly to larger recoveries on account of survey and settlement operations in Behar. The falling off was in the North-Western Provinces (207.8), in Madras (161.9) and Bombay (57.6); in the case of the first the Budget anticipated a large deficiency in the collections owing to a continuance of famine, but the results proved even worse than the Estimate, which, it appears, did not make sufficient allowance for the balance of revenue falling due within, but not collected till after the close of the financial year; in Madras the collections were smaller owing to the unfavourable season, which necessitated the grant of remissions, and to larger remissions in 1896-97 than were anticipated in the Budget, which thus reduced the arrears expected to be collected during 1897-98. In Bombay the Budget did not allow sufficiently for the effects of the famine, owing to which the *Ordinary Land Revenue* collections fell short: other causes for the falling off in Bombay arose from the fall in price of cotton, which delayed the sale of cultivators' produce and led to outstandings to the extent of 21.4 at the end of the year: the prevalence of famine and plague led to further postponements of the revenue due in 1896-97 and to the postponement of the introduction of revised survey rates. Assam contributed 18.5 of the decrease, 16.4 of which occurred under *Ordinary Land Revenue*, due to the epidemic of Kala-Azar in the Nowgong district, and to the effects of the earthquake of June 1897 and the subsequent floods. The improvement over the previous year was due partly to the low collections and large remission of that year and partly to the realization of arrears.

28. Under *Sale of Proprietary Right, etc.*, the increases were the result of under-estimating in the North-Western Provinces, chiefly in respect of capitalized value of abatement of land revenue on lands made over to Railway Companies. Under *Capitation Tax, etc.*, in Burma the increase was due to improvement in both Capitation and Thathameda revenue, the former being due to growth in population to immigration to the delta districts from parts of Upper Burma, and to greater care in the assessment of the tax, and the latter to more households being assessed, to levy of higher rates in certain districts, and to Railway employees, hitherto exempt, being assessed. The distress in 1896-97 in Upper Burma leading to an emigration to Lower Burma, and to exemption from assessment on account of poverty, chiefly accounts for the difference between that year and the year under report.

29. The principal difference under *Miscellaneous* occurred in Bengal and has been explained above. The increase in Burma (3.6) was due to improvement in Petroleum revenue, and in jade and other revenues owing mainly to the sale of a quantity of confiscated jade, counterbalanced by decrease in the number of licenses for inland fishing, in consequence of exemption of small casting nets, and of better wages being obtainable by field labourers, and by a decrease in rents from Sea fisheries owing to the collapse of the Bassin pearl oyster beds, and the closing of two turtle-banks in Tavoy.



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## I.—Land Revenue—continued.

The decrease in the Central Provinces was due to the scarcity, that in Assam to the earthquake and floods, and in the North-Western Provinces it was due chiefly to low Revenue Record Room and quarry receipts.

30. The following tables A and B give the usual particulars regarding the distribution of the Land Revenue between Imperial and Provincial:—

## A.—Transactions affecting the Distribution of Land Revenue in 1897-98.

PROVINCES.	CREDITS + DEBITS—TO PROVINCIAL.				
	Transfers under contract.	Subsequent Recurring Transfers.	Special Transfers.	Miscellaneous Adjustments.	Total Adjustments.
Central Provinces	+160.3	...	+81.0	...	+241.3
Burma	+390.5	...	+1	—1	+390.5
Assam	+15.6	...	+80.0	—2	+95.4
Bengal	—141.9	+1.6	+62.3	+1.3	—76.7
North-Western Provinces and Oudh	—323.8	...	+171.1	—1.1	—153.8
Punjab	+25.8	+3.4	+7.4	...	+36.6
Madras	...	...	—6.4	+1	—5.3
Bombay	+836.0	+2.0	+121.8	...	+959.8

## B.—Distribution of Land Revenue in 1897-98.

PROVINCES.	Total Revenue to be divided proportionally.	Proportion assigned to Provincial Governments.	Provincial share.	Special adjustments made above.	Revised share.	LAND REVENUE NOT INCLUDED IN THE DIVISION.			FINAL DISTRIBUTION OF LAND REVENUE.			
						Impl.	Prov.	Local.	Impl.	Prov.	Local.	TOTAL.
Central Provinces	667.7	One-half	333.9	+241.3	575.2	...	...	—	92.5	575.2	...	667.7
Burma	2,645.4	Two-thirds	1,763.6	+390.5	2,154.1	...	...	8	491.4	2,154.1	8	2,646.3
Assam	596.1	Two-thirds	397.4	+95.4	492.8	...	...	...	103.3	492.8	...	596.1
Bengal	3,855.6	One-fourth	963.9	—76.7	887.2	68.2	544	...	3,036.6	941.6	...	3,978.2
N.-W. Provinces and Oudh	5,669.3	One-fourth	1,417.3	—153.8	1,263.5	...	54.8	3.2	4,400.3	1,316.0	3.2	5,719.7
Punjab	2,506.6	Two-fifths	1,002.6	+36.6	1,039.2	...	...	4.3	1,467.4	1,039.2	4.3	2,510.9
Madras	5,384.1	Fixed amt.	1,300.2	—6.3	1,293.9	...	...	228.7	3,881.3	1,502.9	228.7	5,612.9
Bombay	3,772.2	One-fourth	943.0	+959.8	1,902.8	...	978.3	17.4	1,869.4	2,881.1	17.4	4,767.9

31. From the details of recurring and special transfers which are given in the Appendix to this Report on page 165, it will be seen that the Government of India has, in consequence of the loss to Provincial expenditure owing to agricultural distress, been compelled to make grants-in-aid of Provincial balances to the Central Provinces (81.0), and to the North-Western Provinces (102.7). To Bombay a grant (121.8) was made in aid of Plague expenditure, and to Assam (80.0) for Earthquake expenditure.

## II.—Opium.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4850.4	Sale of Bengal Opium	4,192.5	3,992.0	3,991.0
1,334.8	Bombay Opium Pass Fees	1,400.0	1,026.0	967.0
	Excise Opium—			
21.5	Central Provinces	16.2	20.0	20.3
22.5	Burma	24.6	25.5	23.4
45.2	Assam	46.9	45.9	45.3
71.6	Bengal	72.0	70.0	70.9
48.6	North-Western Provinces and Oudh	49.0	47.5	47.3
7.7	Punjab	8.7	6.8	6.7
218.1		217.4	215.7	213.9
5.9	Miscellaneous	6.3	8.6	7.9
5,409.3	TOTAL	5,816.2	5,245.3	5,279.8

32. Under Sale of Bengal Opium the estimated number of chests (39,000) was sold, and the fall of 201.5 in the actuals was due to the average price realized being only Rs. 1,023 against an estimate of Rs. 1,075 per chest.



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## II.—Opium—continued.

33. Under *Bombay Opium Pass Fees* the falling off (133,0) was due to a diminished demand for Indian opium in China, owing partly to the increased production in China itself, and partly to the unfavourable rate of Exchange, and to the lowering of the rate of the duty in October 1897 from Rs600 to Rs500.

34. Under *Excise Opium* the Budget anticipated a large decrease in sales owing to the famine; the falling off in Assam was due to the effects of the earthquake and subsequent floods, and partly to the unpopularity of the Malwa opium; in Bengal and the North-Western Provinces it was due to the general scarcity, and in the Punjab it is attributed to the competition of the Malwa drug, which was selling at a lower rate.

35. The following table gives the usual statistics for the last ten years of the produce and sales in Bengal, and the exports from Bombay :

Year.	BENGAL.					BOMBAY.		
	Produce of season.			Chests sold.	Average price per Chest.	Total price.	Chests.	Rate.
	For export.	For Excise.	Total.					
	Chests.	Chests.	Chests.		R			R
1887-88 . . .	57,500	4,034	61,534	57,000	1,059	6,038,0	34,884½	650
1888-89 . . .	69,500	3,759	72,759	57,000	1,120	6,384,0	30,222½	650
1889-90 . . .	38,305	4,417	42,722	57,000	1,136	6,437,6	29,029	650
1890-91 . . .	44,760	7,063	51,823	57,000*	1,037	5,912,9	28,591	650 & 600
1891-92 . . .	44,522	4,371	48,893	56,250	1,058	5,949,7	30,654½	600
1892-93 . . .	33,679	5,004	38,683	48,852	1,247	6,093,3	27,845½	600
1893-94 . . .	40,506	3,816	44,322	43,353	1,109	4,808,4	26,675½	600
1894-95 . . .	33,329	4,802	38,131	39,780	1,338	5,321,4	29,577½	600 & 650
1895-96 . . .	35,953	4,766	40,719	37,695	1,390	5,240,4	25,475½	650
1896-97 . . .	45,041	4,912	49,952	39,000	1,243	4,850,4	21,751½	650 & 600
1897-98, Budget . . .	...	...	...	39,000	1,075	4,192,5	23,333½	600
1897-98, Revised . . .	...	...	...	39,000	1,028	3,992,0	18,456	600 & 500
1897-98, Actuals . . .	45,500	3,279	48,779	39,000	1,023	3,991,0	17,432½	600 & 500

\* Excluding 27 chests issued to the Excise Department.

## III.—Salt.

					India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Sale of Government Salt.	Accounts . . .	1896-97 . . .	...	...	113,0	...	...	35,2	47,6	295,8
	Budget . . .	...	...	...	122,1	...	...	76,3	48,7	247,1
	Revised . . .	1897-98 . . .	...	...	121,9	...	...	41,0	51,4	214,3
	Accounts . . .	...	...	...	119,3	...	3	48,1	52,9	200,6
Excise on Local Manufacture.	Accounts . . .	1896-97 . . .	...	...	1,720,3	21,9	...	1,644,4	2,110,2	5,496,8
	Budget . . .	...	...	...	1,809,3	21,0	...	1,750,0	2,150,0	5,730,3
	Revised . . .	1897-98 . . .	...	...	1,837,3	24,0	4,4	1,673,0	2,156,5	5,695,2
	Accounts . . .	...	...	...	1,812,8	24,2	4,3	1,670,2	2,162,8	5,674,3
Duty on Imported Salt.	Accounts . . .	1896-97 . . .	...	...	...	119,0	2,486,7	1,2	70,0	2,676,9
	Budget . . .	...	...	...	...	129,0	2,493,8	1,2	83,2	2,707,2
	Revised . . .	1897-98 . . .	...	...	...	136,0	2,459,4	1,0	74,2	2,670,6
	Accounts . . .	...	...	...	...	132,5	2,447,1	1,0	76,9	2,657,5
Miscellaneous . . .	Accounts . . .	1896-97 . . .	...	...	15,4	...	13,4	13,4	10,0	52,2
	Budget . . .	...	...	...	16,4	...	11,6	12,7	8,7	49,4
	Revised . . .	1897-98 . . .	...	...	15,8	...	11,2	10,0	7,9	44,9
	Accounts . . .	...	...	...	15,7	...	11,6	7,7	6,8	41,8
TOTAL . . .	Accounts . . .	1896-97 . . .	...	...	1,848,7	140,9	2,500,1	1,694,2	2,237,8	8,421,7
	Budget . . .	...	...	...	1,947,8	150,0	2,505,4	1,840,2	2,290,6	8,734,0
	Revised . . .	1897-98 . . .	...	...	1,975,0	160,0	2,475,0	1,725,0	2,290,0	8,625,0
	Accounts . . .	...	...	...	1,917,8	156,7	2,463,3	1,727,0	2,299,4	8,591,2



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## III.—Salt—continued.

36. The actuals for the past nine years, during which no change in the rates of duty has occurred, have been as follows :—

	India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.
1889-90	1,959.2	132.0	2,270.7	1,756.8	2,069.0	8,187.7
1890-91	1,930.5	158.8	2,319.5	1,951.8	2,162.8	8,523.4
1891-92	1,971.2	161.0	2,404.5	1,772.9	2,326.6	8,636.2
1892-93	2,118.1	162.2	2,410.1	1,721.2	2,244.5	8,656.1
1893-94	1,838.7	167.6	2,374.1	1,629.8	2,218.7	8,228.9
1894-95	1,894.3	119.0	2,458.2	1,795.4	2,398.8	8,665.7
1895-96	1,905.3	156.0	2,488.6	1,997.5	2,314.4	8,861.8
1896-97	1,848.7	140.9	2,500.1	1,694.2	2,237.8	8,421.7
1897-98	1,947.8	156.7	2,463.3	1,717.0	2,299.4	8,594.2

37. The receipts show an improvement of 172.5 as compared with the actuals of the previous year, and a falling off as compared with the Budget Estimate of 139.8, of which 113.2 occurred in Madras, mainly under *Excise on Local Manufacture* (79.8), due chiefly to a fall in the cash and rise in the credit sales, owing mainly to the fall in the price of Government paper; the fall however was not so great as in the previous year; and under *Sales of Government Salt* (28.2) due to poor sales at the Madras Depot. Bengal contributed 41.1 of the decrease under *Duty on Imported Salt* owing to a large quantity of non-duty paid salt having been removed under bond during the year. The continued expansion of revenue under this head noticed in last year's report seems to have received a check.

38. In India the falling off under *Sales of Government Salt* occurred chiefly in Sambhar. The improvement under the second head would have been better by 19.5, but for a decrease in Kohat owing to the stoppage of traffic in consequence of hostilities on the frontier. In Burma the increase under *Duty on Imported Salt* was due to large importations of salted fish and Penang-made gnapi. In Bombay the decrease under this head was due to diminished importations of Government salt owing to the agreement between the Great Indian Peninsula and Southern Mahratta Railways to convey goods *via* Poona at low rates of freight. The improvement under *Excise on Local Manufacture* was due to a better demand in the latter half of the year owing to the effects of the famine having to a considerable extent disappeared, and that under *Sale of Government Salt* was due to the introduction of new maundage rate on salt sold in the Konkan Division and to an increased sale of Baragara Salt.

39. The increase over the previous year's actuals was contributed by all the provinces except Bengal, where the falling off occurred under *Duty on Imported Salt*. The improvement in India (99.1) is attributed to the revival of trade in the latter portion of the year from the effects of scarcity, and the frontier disturbances. In Burma (15.8) and in Madras (32.8) it was due to the causes explained above, and in Bombay (61.6) to the fact that during 1896-97 both plague and famine raged in several districts, while in the year under review famine had to a considerable extent disappeared.

## IV.—Stamps.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Court-fee Stamps.	Accounts . 1896-97 .	35.7	120.2	106.4	64.1	1,242.0	523.7	293.4	519.0	311.5	3,216.0
	Budget .	35.4	118.3	112.7	64.2	1,240.5	550.0	294.8	517.9	342.9	3,276.7
	Revised .	29.5	109.5	105.0	60.9	1,255.2	539.0	277.4	544.5	340.0	3,261.0
	Accounts . 1897-98 .	29.8	111.2	103.9	61.3	1,270.7	553.8	281.3	549.7	343.7	3,305.4
Commercial and other Stamps.	Accounts . 1896-97 .	21.8	51.4	36.0	25.6	510.3	183.8	160.5	265.0	202.4	1,476.8
	Budget .	23.3	53.2	54.2	25.3	497.0	185.6	155.2	269.9	213.9	1,477.6
	Revised .	21.9	50.0	62.0	25.2	500.0	184.0	156.8	281.5	190.0	1,471.4
	Accounts . 1897-98 .	20.5	48.2	62.2	25.3	501.3	176.7	152.8	282.5	186.5	1,456.0
Fines and Penalties and Miscellaneous.	Accounts . 1896-97 .	3	1.1	2.6	3	5.1	2.0	5.5	10.1	57.9	84.9
	Budget .	3	5	3.1	5	5.0	2.4	5.0	10.2	55.2	82.2
	Revised .	3	5	3.0	4	4.8	2.0	5.8	9.0	48.0	73.8
	Accounts . 1897-98 .	2	5	3.0	5	3.9	1.7	6.2	9.8	49.8	75.6
TOTAL.	Accounts . 1896-97 .	57.8	172.7	165.0	90.0	1,757.4	709.5	459.4	794.5	571.8	4,777.7
	Budget .	59.0	176.0	170.0	90.0	1,742.5	738.0	455.0	798.0	612.0	4,836.5
	Revised .	51.7	160.0	170.0	86.5	1,760.0	725.0	440.0	835.0	576.0	4,806.2
	Accounts . 1897-98 .	49.5	159.9	170.1	87.1	1,775.9	732.2	440.3	842.0	580.0	4,837.0



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## IV.—Stamps—continued.

40. The actuals showed an improvement over the Budget Estimate and the actuals of the previous year by 5 and 59.3 respectively. The actuals practically agreed with the Budget in the aggregate, but there were considerable differences in all the Provinces and under the several heads. In India and the Central Provinces the Estimates were pitched too high, sufficient allowances not having been made for the effects of the famine. In Burma the improved condition of the agriculturists resulted in fewer law suits and reduced the sales under *Court-fee Stamps*, while by increasing the commercial activity it improved the revenue under *Commercial and other Stamps*. In Assam the decrease was small and was due to the suspension of litigation for sometime owing to the earthquake of June 1897 and the subsequent floods. In Bengal the improvement under the first head was due to increased litigation, probably an after effect of the failure of crops in the previous year, which also led to a larger number of loan transactions, and thus improved the receipts under the second head. In the North-Western Provinces the increase under *Court-fee Stamps* was due chiefly (4.4) to the sale of plain paper to be used with Court-fee Stamps, introduced from 1st December 1897, and partly to increased litigation consequent on a return of prosperity; the decrease under *Commercial and other Stamps* was due to the large relief afforded to the distressed classes, more especially by the liberal policy of remissions and suspensions of revenue adopted to save the people from financial collapse. In the Punjab the decline under the first head was due to reduced litigation, probably the result of scarcity, while the improved condition of the agricultural classes reduced the borrowing transaction and thus decreased the receipts under the second head. In Madras the improvement was due to the increase in the amount of agricultural loans given by Government, to the indebtedness of landlords forcing them to mortgage their lands, and to tenants having to borrow on bonds to pay their *Kists*. In Bombay the decrease under the second head was due to the prevalence of plague in several districts, the mortality from which, however, brought in additional probate duties which accounts for the increase under *Court-fee Stamps*.

## V.—Excise.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.
License and distil- lery fees and duties for the sale of liquors and drugs.	Accounts. 1896-97 .	105.7	168.3	351.0	108.9	1,019.9	399.3	803.1	1,440.4	985.2	4,781.8
	Budget .	110.4	142.1	341.2	106.4	1,028.0	459.7	108.5	1,480.0	987.4	4,853.3
	Revised .	93.5	127.9	340.8	105.5	975.5	404.3	213.8	1,473.8	990.0	4,080.1
	Accounts. 1897-98 .	96.8	134.0	345.9	106.8	965.8	405.6	217.4	1,414.6	970.6	4,666.3
Opium .	Accounts. 1896-97 .	1.1	32.7	68.7	151.5	172.6	46.9	15.0	42.3	105.8	637.7
	Budget .	1.5	25.8	75.6	157.3	175.5	40.0	15.4	44.6	113.5	659.2
	Revised .	1.2	32.0	77.4	153.9	170.0	45.5	16.0	40.0	104.0	640.0
	Accounts. 1897-98 .	1.5	30.8	70.4	151.9	171.2	45.7	17.1	40.4	107.0	636.0
Duty on Ganja	Accounts. 1896-97 .	...	9.2	...	17.7	145.6	...	...	...	4	172.9
	Budget .	...	0.5	...	18.2	140.0	...	...	...	4	165.1
	Revised .	...	8.6	...	17.0	138.0	...	...	...	4	164.0
	Accounts. 1897-98 .	...	8.7	...	18.0	136.5	...	...	...	3	163.5
Other Receipts	Accounts. 1896-97 .	6	1.1	2.5	1	1.8	2	2	7.0	8.3	31.3
	Budget .	6	1.7	2.6	1	1.5	3	1	5.4	8.7	31.0
	Revised .	6	1.5	4.8	1	1.5	2	2	0.2	8.1	23.1
	Accounts. 1897-98 .	6	8	5.3	1	1.3	2	2	6.9	8.1	23.5
TOTAL	Accounts. 1896-97 .	107.4	211.3	422.8	278.3	1,339.9	446.4	219.3	1,489.7	1,099.7	5,614.2
	Budget .	112.5	176.2	439.1	282.0	1,345.0	500.0	214.0	1,530.0	1,100.0	5,679.1
	Revised .	100.3	170.0	423.0	270.5	1,285.0	450.0	209.0	1,470.0	1,101.5	5,397.5
	Accounts. 1897-98 .	98.9	174.3	421.6	276.8	1,274.8	451.5	234.7	1,461.9	1,095.0	5,489.5

41. The revenue under this head showed a falling off of 189.6 as compared with the Budget Estimate and of 124.7 as compared with the actuals of the previous year. The decline occurred chiefly in Bengal, the North-Western Provinces, and Madras, due generally to agricultural distress. The falling off occurred under *License and Distillery fees, etc.*, the variations under the other heads were small. Under Opium in Burma, Assam, Bengal and Madras the revenue fell short of the estimate owing, in the last case, to famine, in Burma to over-estimate and in Assam to the earthquake and floods, while in Bengal it was due to the abolition of Chandu and Madak licenses. The improvement in the Central and North-Western Provinces was due to under-estimate, in Punjab it occurred in transit duty owing to larger consumption of opium imported from Kashmir and the Hill States, and in Bombay it was partly due to too low an estimate and partly to low prices of opium prevailing in Bombay. Punjab alone showed an appreciable improvement, which occurred chiefly under the first head, partly due to the Estimate having been



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## V.—Excise—continued.

kept low in consequence of the universal depression which existed when it was framed, and to the unusually high level of license fees, which are the highest on record.

## VI.—Provincial Rates.

			India.	Central Prov- inces.	Burma.	Assam	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
District and Local Rates and Cesses.	Accounts .	1896-97	5.7	39.8	114.9	64.0	897.3	454.6	222.4	517.9	261.8	2,578.4
	Budget .		6.3	47.6	118.5	66.0	846.0	534.5	225.7	544.3	284.4	2,663.3
	Revised .	1897-98	5.7	38.5	122.0	63.0	909.0	532.5	241.3	547.1	274.0	2,733.1
	Accounts .		6.6	42.0	124.7	61.6	926.0	527.0	241.1	565.8	279.5	2,777.3
Village Service, Pat- waris and Chowki- dars' Cesses.	Accounts .	1896-97	3.3	49.6	...	...	...	262.1	128.9	229.1	37.6	710.6
	Budget .		3.4	53.1	...	...	...	293.9	126.0	226.2	42.0	744.6
	Revised .	1897-98	3.4	39.3	...	...	...	281.7	139.3	221.2	42.0	726.9
	Accounts .		3.4	37.6	...	...	...	284.4	140.1	224.0	40.9	739.4
Famine Insurance, Canals and Rail- ways.	Accounts .	1896-97	...	12.9	...	...	...	158.0	55.5	...	...	226.4
	Budget .		...	17.6	...	...	...	118.9	56.3	...	...	192.8
	Revised .	1897-98	...	15.2	...	...	...	120.9	60.2	...	...	196.3
	Accounts .		...	17.6	...	...	...	119.5	60.2	...	...	197.3
Rate on Wards' Estates.	Accounts .	1896-97	...	2.8	...	...	15.0	...	1.8	...	...	19.6
	Budget .		...	3.2	...	...	14.0	...	2.1	...	...	19.3
	Revised .	1897-98	...	...	...	...	17.0	...	2.3	...	...	19.3
	Accounts .		...	...	...	...	14.2	...	2.3	...	...	18.5
Other Miscellaneous Cesses.	Accounts .	1896-97	1.4	...	...	...	...	...	5	...	...	1.9
	Budget .		1.3	...	...	...	...	...	4	...	...	1.7
	Revised .	1897-98	1.2	...	...	...	...	...	5	...	...	1.7
	Accounts .		1.2	...	...	...	...	...	6	...	...	1.8
TOTAL	Accounts .	1896-97	10.4	105.1	114.9	64.0	912.3	874.7	409.1	747.0	299.4	3,536.9
	Budget .		11.0	121.5	118.5	66.0	860.0	937.3	410.5	770.5	320.4	3,621.7
	Revised .	1897-98	10.3	93.0	122.0	63.0	926.0	935.1	443.6	768.3	316.0	3,677.3
	Accounts .		11.2	97.2	124.7	64.6	940.2	930.9	444.3	789.8	320.4	3,723.3

42. The revenue under this head showed an improvement of 101.6 as compared with the Budget Estimate, and of 186.4 as compared with the actuals of the previous year. This improvement was the result chiefly of increase in Bengal (84.2), in Punjab (33.8), and Madras (19.3), due mainly to large collection of arrears, in Bengal partly also to an increase due to re-valuations, and in Punjab to realizations on account of Patwaris' Fees Fund in the Chenab Colony. These improvements were partly counterbalanced by decreases chiefly in the Central Provinces (24.3), North-Western Provinces (6.4), and Bombay (6.0), due in the first case mainly to suspensions and remissions under the first and second heads; in the North-Western Provinces to the further postponement of reforms in the Rural Police system of Oudh under the Oudh Local Rates Act V of 1894; and in Bombay to reasons stated under I.—Land Revenue (para. 27).

## VII.—Customs.

			India.	Central Provinces.	Burma.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.	
Sea Customs	{ Import Duties	Accounts .	1896-97	...	256.7	1,335.3	...	...	283.1	1,692.0	3,567.1	
		Budget .	...	...	243.0	1,343.0	...	...	296.4	1,650.0	3,531.4	
		Revised .	1897-98	...	...	275.0	1,280.2	...	...	313.8	1,771.0	3,646.0
		Accounts .	...	...	290.3	1,319.6	...	...	324.5	1,840.8	3,725.2	
	{ Export Duties	Accounts .	1896-97	...	...	507.6	133.0	...	...	80.5	34.1	755.2
		Budget .	...	...	540.0	196.0	...	...	...	40.0	24.0	800.0
		Revised .	1897-98	...	...	480.0	140.8	...	...	96.0	87.0	753.8
		Accounts .	...	...	475.7	134.8	...	...	...	74.5	39.8	724.8
Excise duty on Cotton Manufac- tures.	Accounts .	1896-97	7	8.9	...	4	3.9	1.3	5.6	91.5	112.3	
	Budget .	...	5	8.7	...	15.0	4.5	1.4	3.0	96.0	109.1	
	Revised .	1897-98	7	8.4	...	5	3.6	1.6	5.2	93.0	115.0	
	Accounts .	...	9	7.5	...	1	3.6	1.4	6.0	96.1	116.2	
Land Customs and Miscellaneous .	Accounts .	1896-97	...	...	3.0	0.4	...	...	25.6	18.8	56.8	
	Budget .	...	...	2.2	9.1	...	...	...	20.6	18.5	50.4	
	Revised .	1897-98	...	...	6.5	0.1	...	...	30.0	17.0	62.6	
	Accounts .	...	...	7.0	9.9	...	...	...	30.2	18.0	65.1	
TOTAL	Accounts .	1896-97	7	8.9	767.3	1,478.1	3.9	1.3	394.0	1,836.4	4,491.5	
	Budget .	...	5	8.7	785.2	1,519.1	4.5	1.4	380.0	1,782.5	4,491.9	
	Revised .	1897-98	7	8.4	761.5	1,456.6	3.6	1.6	445.0	1,920.0	4,577.4	
	Accounts .	...	9	7.5	773.0	1,464.4	3.6	1.4	435.8	1,954.7	4,641.3	



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## VII.—Customs—continued.

43. The revenue under this head showed an improvement of 149.4 as compared with the Budget Estimate, and of 149.8 as compared with the actuals of the previous year. This improvement was the result of increased receipts in Madras and Bombay and a falling off in the other Provinces. Of the improvement in Madras 28.1 was under *Import Duties* and 34.5 under *Export Duties*, the former being due to increased import of Kerosine Oil, and the latter to large shipments of rice to Ceylon owing to the supply from Bengal having failed; in Bombay 150.8 occurred under *Import Duties* chiefly in the duties on Silver bullion and coin (153.3), Oils (95.6) and articles of food and drink (22.0), partly counterbalanced by a falling off in the duties on Cotton Manufactures (18.7), other Metals and Manufactures of metals (30.4), Manufactured articles (39.8) and raw materials (15.3) due to slackness in trade owing to the prevalence of plague, and 15.8 under *Export Duties* due to large shipments of rice to Cutch and Kathiawar. The excess over the actuals of the previous year occurred mainly in Bombay (118.3) and Madras (40.9), and was due generally to the improvements noticed above.

44. Under *Import Duties* the increase in Burma (47.3) was due to the revival of the import trade following the rich rice harvest of December 1896, while the decrease in Bengal (23.4) was chiefly due to a falling off in the duties on cotton (75.7), manufactured articles (47.9) and raw materials (20.7), due to stringency in the money market and famine, partly counterbalanced by increased receipts under articles of food and drink (37.8), Silver bullion and coin (35.1), and Oils (43.7). Under *Export Duties* the decrease in Burma (64.3) was due to the diversion of a large portion of the trade to India owing to the famine, and in Bengal (61.2) owing to smaller exportations of rice. Under *Excise Duty on Cotton Manufacture* the improvement in Madras (3.6) was due to the diversion of the trade in cotton piece-goods to Calcutta and Rangoon (which are Customs ports), owing to the American competition in China, and in Bombay (6.1), to improved receipts under the Cotton Duties Act II of 1896, and activity of the Gujarat mills. Under *Land Customs and Miscellaneous* the increase was chiefly in Madras (9.6), where it was due to increased export of British rice through the French ports of Pondicherry and Karikal, and in Burma (4.8) due to overtime fees earned by preventive officers, hitherto kept out of account, having been treated as miscellaneous receipts, and the payments out of them as charges under 9.—Customs (para. 74).

## VIII.—Assessed Taxes.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
219.3	India . . . . .	222.8	217.1	221.5
49.8	Central Provinces . . . . .	49.8	47.0	47.8
78.0	Burma . . . . .	84.6	91.0	94.1
29.9	Assam . . . . .	30.3	30.2	30.6
491.8	Bengal . . . . .	490.0	490.0	494.9
241.4	N.-W. Provinces and Oudh . . . . .	240.0	239.0	243.2
132.4	Punjab . . . . .	133.0	140.0	139.5
246.0	Madras . . . . .	240.0	245.0	247.4
364.8	Bombay . . . . .	359.8	390.0	376.5
1,872.8	TOTAL . . . . .	1,850.3	1,889.3	1,895.3

45. The receipts showed an improvement of 45.2 and 22.7 over the Budget Estimate and the actuals of the previous year respectively. The improvement, which occurred in all the Provinces except India and the Central Provinces, was due generally to under-estimates. In Burma it was partly due to the introduction of Act II of 1886 in Mandalay Town; and in the North-Western Provinces to the presence of a larger number of officers on duty in consequence of famine and plague. In Bombay the receipts would have been better but for the falling off due to the absence of surplus profits on the Great Indian Peninsula Railway, and decrease in the earning of the Bombay, Baroda and Central India and Southern Mahratta Railways owing to a decline in traffic caused by the famine and plague.

46. The *India* figures include, in addition to the collections made in the Districts directly administered by the Government of India, the recoveries of the non-Civil Departments from the salaries of Government officers. The details are given below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
24.3	Civil Department, India . . . . .	28.8	23.0	23.0
63.0	Military Department . . . . .	63.7	63.8	64.2
54.3	Public Works Department . . . . .	52.5	52.4	56.4
2.0	Marine Department . . . . .	2.1	2.0	1.9
7.2	Post Office Department . . . . .	7.2	7.3	7.4
8.5	Telegraph Department . . . . .	8.5	8.6	8.6
219.3	TOTAL AS ABOVE . . . . .	222.8	217.1	221.5



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## IX.—Forests.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
I											
Timber and other produce removed by Government Agency.	Accounts . 1896-97	41.7	6.7	254.0	3.4	52.0	44.8	71.2	30.8	112.0	631.3
	Budget	46.4	9.2	219.9	3.4	45.0	41.2	69.1	60.4	131.8	626.1
	Revised	43.1	6.6	261.7	2.1	42.8	37.0	74.6	47.5	125.0	640.4
	Accounts . 1897-98	46.3	6.7	262.0	2.4	38.3	38.1	69.6	49.2	111.5	633.7
II											
Timber and other produce removed by consumers or purchasers.	Accounts . 1896-97	5.7	67.9	320.1	32.0	80.8	94.6	31.4	176.8	177.1	981.4
	Budget	7.1	80.0	293.2	36.2	81.7	119.2	26.0	166.6	187.4	998.2
	Revised	4.9	68.4	399.2	29.2	73.7	100.7	31.3	160.0	160.0	1,027.4
	Accounts . 1897-98	7.2	67.9	400.1	29.2	77.1	93.0	29.7	149.0	140.1	993.3
III											
Other Receipts	Accounts . 1896-97	1.7	2.7	62.9	8.2	4.3	7.1	8.2	13.7	9.2	118.8
	Budget	1.5	4.0	54.5	7.4	3.3	6.1	5.2	10.3	9.6	101.9
	Revised	7.4	3.0	57.5	7.7	3.0	7.3	6.5	17.5	10.0	120.1
	Accounts . 1897-98	8.2	3.4	58.8	7.9	3.5	7.6	7.5	15.5	10.1	120.5
Total	Accounts . 1896-97	49.1	77.3	637.0	43.6	137.1	144.5	110.8	230.3	301.3	1,733.9
	Budget	55.0	93.2	577.5	47.0	130.0	166.5	121.2	237.3	328.5	1,756.2
	Revised	55.9	78.0	718.4	39.0	119.5	145.0	119.4	235.0	295.0	1,788.2
	Accounts . 1897-98	61.7	78.0	721.5	38.5	118.0	138.7	106.8	213.7	261.7	1,739.5

47. The receipts fell short of the Budget Estimate by 16.7, but exceeded those of the previous year by 5.6. Though the difference in the total is not very large, the variations under the several heads in the various provinces are considerable. The only increases occurred in India (6.7) and Burma (144.0), the former being due to a large refund by Messrs. Ogilvy, Gillanders & Co., London, on account of sale proceeds of cargoes of Andamans timber, retained by them in 1896-97 in part payment of freight and other charges, and the latter mainly to larger extractions of timber consequent on favourable floods and high prices. The decrease in the other provinces was mainly due to the effects of famine. In Assam it was due to the earthquake, which rendered roads impassable and the rivers useless for floating purposes; and in Bengal to the reduction of royalty on produce floated down the river consequent on the cyclone of October, 1897 in Chittagong. In Madras the decrease was partly due to too sanguine an estimate.

48. Under *Timber, etc., removed by Government Agency* the only differences requiring special notice are in the Punjab, where there was a large falling off, mainly due to the small demand for fuel by the North-Western Railway owing to slackness of traffic, and the dryness of the season 1896, which prevented the timber being floated down to the sale depôts; in Bombay, where the prevalence of plague adversely affected the prices received at the auction sale of timber, and difficulty in getting carts and labour caused a falling off in the supply of fuel to the Southern Mahratta Railway; and in the North-Western Provinces, where the sale of firewood to the Commissariat Department at Chakrata and at Ranikhet and Lansdowne fell off owing to the absence of troops, while plague restrictions at Hardwar reduced the sale of bamboos.

49. Under *Timber, etc., removed by Consumers or Purchasers* the variations were mainly due to the causes stated above; the only points calling for particular notice are, that in Assam the crop of thatching grass was totally destroyed by floods and by cattle driven up into the hills by the floods, no royalty being realized owing to the prevailing distress, and that the receipts from waste land grants declined under the new rules. In the North-Western Provinces the decrease was partly due to less extraction owing to slackness of demand and to failure of purchasers of standing trees to pay in the instalments due. In Bombay the demand for fuel from the North-Western Railway fell off in consequence of the agricultural depression in Northern India, and plague quarantine rules also brought about a fall in the demands for forest produce. The small improvement in Punjab (2.8) was due to a larger demand for fodder, increased outturn of charcoal, better receipts on account of grazing, larger sales of standing trees, and the introduction of an improved method of disposing of bamboo coupes.

50. Under *Other Receipts* there was an improvement of 20.6. The increase in India has been explained above. In Burma the increase was due to larger collections under drift timber and duty on foreign timber, the receipts however fell short of those of the previous year; and in Punjab the improvement was due to larger sales of drift timber and better collections of rafting fees.



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## X.—Registration.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.
Fees for registering Documents.	Accounts . 1896-97	1.9	8.7	5.9	5.0	148.3	31.6	30.7	100.9	64.8	397.5
	Budget .	1.8	8.6	5.7	5.4	139.5	29.2	28.2	104.3	62.0	382.5
	Revised . 1897-98	1.9	8.6	6.6	4.8	148.2	37.0	30.1	106.0	60.6	404.1
	Accounts .	1.8	8.0	6.6	5.0	151.7	38.0	29.4	109.4	60.2	410.1
Fees for copies of registered Documents.	Accounts . 1896-97	2	3.8	1	1	2.2	10.7	9.2	2.6	1.0	29.0
	Budget .	2	3.8	2	1	2.0	11.6	7.2	2.7	1.0	28.8
	Revised . 1897-98	2	3.9	2	1	2.3	2.4	11.0	2.7	1.0	23.8
	Accounts .	2	3.7	1	1	2.3	2.4	10.6	2.7	1.0	23.1
Other Receipts	Accounts . 1896-97	1	1.5	5	...	4.0	4.0	2.0	17.6	1.1	30.2
	Budget .	1	1.6	4	...	3.5	4.2	1.6	17.0	1.1	29.5
	Revised . 1897-98	1	1.6	4	...	4.5	3.7	1.9	41.3	1.0	54.5
	Accounts .	1	1.5	4	...	4.0	3.7	2.0	40.9	7	53.3
TOTAL	Accounts . 1896-97	2.2	14.0	6.5	5.1	154.5	46.3	41.9	121.1	66.7	458.3
	Budget .	2.1	14.0	6.3	5.5	142.0	45.0	37.0	114.0	65.0	440.9
	Revised . 1897-98	2.2	14.1	7.2	4.9	155.0	44.0	43.0	150.0	62.0	482.4
	Accounts .	2.1	13.2	7.1	5.1	158.0	44.1	42.0	153.0	61.0	486.5

51. The revenue under this head showed an improvement of 45.6 over the Budget Estimate, and of 28.2 over the actuals of the previous year. The improvement was contributed chiefly by Bengal (46.0), Punjab (5.0), and Madras (29.0), occurring in the last under *Other Receipts* due to the system of granting certificates of previous non-encumbrance of land in connection with State Loans; in the other two Provinces it was due to the registration of a larger number of deeds, as an effect of the famine. In Burma the increase was due to more extended operations. In the Central Provinces and the North-Western Provinces the decrease was due to the assistance which both landlords and tenants received from Government, and from private charity, which served to keep them out of money-lenders' hands. The falling off in Assam was due to the earthquake and floods, and in Bombay to the combined effects of famine and plague.

## XI.—Tributes from Native States.

1896-97. Accounts.	TRIBUTES AND CONTRIBUTIONS OF RS. 5,000 AND OVER—	Budget.	1897-98. Revised.	Accounts.
	India—			
20.0	Oodeypur . . . . .	20.0	20.0	20.0
9.8	Jodhpur . . . . .	9.8	9.8	9.8
40.0	Jeypur . . . . .	40.0	40.0	40.0
18.5	Kotah . . . . .	18.5	18.5	18.5
12.0	Boondce . . . . .	12.0	12.0	12.0
8.0	Jhallawar . . . . .	8.0	8.0	8.0
6.5	Rutlam . . . . .	6.5	6.5	6.4
10.8	Nizam (Maharatta Choonh) . . . . .	10.8	10.8	10.8
	Central Provinces—			
7.0	Nandgaon . . . . .	7.0	7.0	7.0
7.0	Khairagarh . . . . .	7.0	7.0	3.5
	Burma			
17.1	Shan States . . . . .	17.0	17.5	17.8
	Assam—			
5.0	Manipur State . . . . .	5.0	5.0	5.0
	Punjab—			
10.0	Mandi . . . . .	10.0	10.0	10.0
13.1	Kapurthala . . . . .	13.1	13.1	13.1
	Madras—			
78.3	Travancore . . . . .	78.3	78.3	78.3
350.0	Mysore . . . . .	350.0	350.0	350.0
20.0	Cochin . . . . .	20.0	20.0	20.0
	Bombay—			
55.5	Kathiawar . . . . .	55.3	55.8	53.9
23.4	Kutch . . . . .	18.7	14.0	14.0
35.5	Baroda State . . . . .	37.8	41.2	39.6



## Section A.—PRINCIPAL HEADS OF REVENUE—continued.

## XI.—Tributes from Native States—continued.

1896-97. Accounts.		Budget.	1897-98. Revised	Accounts.
CONTRIBUTIONS FOR SPECIAL MILITARY FORCES—				
India—				
18.3	Bhopal Levy (Bhopal)	18.3	18.2	17.8
18.8	Malwa Contingent (Dewas, Jowrah)	19.2	18.3	12.3
11.5	Erinpura Irregular Force (Jodhpur)	11.5	11.5	11.5
20.0	Deotee Irregular Force (Kota)	20.0	20.0	20.0
3.4	Malwa Bheel Corps	3.6	3.5	3.5
Bombay—				
8.8	Southern Mahratta Horse	8.2	8.1	6.4
TRIBUTES AND CONTRIBUTIONS UNDER RX. 5,000—				
22.7	India	21.5	21.4	19.5
13.3	Central Provinces	10.3	10.5	11.2
3.4	Burma	4.8	5.0	3.4
...	North-Western Provinces and Oudh	1.0	1.0	1.0
4.7	Punjab	4.7	4.7	4.8
2.8	Madras	2.8	2.8	2.8
5.9	Bombay	5.9	5.9	5.9
FEES ON SUCCESSION TO NATIVE STATES—				
1.9	India	1.0	4.6	2.6
3.0	Central Provinces	1.6	2.5	1.5
...	Bengal	...	...	...
4.5	Bombay	6.5	6.5	6.7
223.1	TOTAL INDIA	221.6	223.2	218.2
50.3	Central Provinces	25.9	26.1	23.2
30.6	Burma	36.8	32.7	32.2
5.0	Assam	5.0	5.0	5.0
...	Bengal	...	...	...
...	North-Western Provinces and Oudh	1.0	1.0	1.0
27.8	Punjab	27.8	27.8	27.9
451.1	Madras	451.1	451.1	451.1
133.6	Bombay	132.4	131.1	126.5
901.7	GRAND TOTAL	901.6	897.9	884.0

52. The receipts under this head are for the most part fixed. The fluctuations that occur arise generally either from the non-payment of dues or from advance or arrear payments. There was a falling off in the actuals of 17.6 and 17.7, as compared with the Budget Estimate and the actuals of the previous year respectively. The decrease in the Central Provinces was chiefly due to the non-payment by the Khairagarh State of the tribute of 3.5; in Burma there were some remissions and postponements; and in Bombay it was chiefly due to the instalment of the subsidy from Kutch, which fell due in April 1897, having been paid in the previous year; this receipt, with arrear collections in the previous year, account for the difference in the actuals of the two years.



## Section A.—DIRECT DEMANDS ON THE REVENUE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
10,909.7	EXPENDITURE . . . . .	11,229.4	10,842.5	10,816.8

53. The expenditure under this section showed a saving of 412.6 as compared with the Budget Estimate, and of 92.9 as compared with the actuals of the previous year. Of the saving as compared with the Budget Estimate, 265.6 occurred under Opium owing to the outturn of the crop having fallen short of the estimate; 96.4 under Salt, due chiefly to an over-estimate in Madras; 74.4 under Forests, due chiefly to provision for survey operations and certain new works in Madras and Bombay not having been fully utilized, and to re-organization of the subordinate Forest Establishment. There were other small savings, the principal being 14.3 under Refunds and Drawbacks, and 16.7 under Assignments and Compensations, the charges under the former are of a fluctuating character, and the savings under the latter occurred chiefly in Madras and Bombay. These savings were partly counterbalanced by excesses of 20.9 under Land Revenue, due chiefly to indirect famine expenditure and to payments of commission on collections in Burma, of 29.1 under Excise, due chiefly to a change in the proportion of distribution of the combined establishment charges between Salt and Excise in Madras, and of small excesses under Stamps and Customs.

54. Of the decrease as compared with the actuals of the previous year, 97.6 occurred under Opium, due to smaller payments to cultivators owing to the smaller outturn of the crop; 49.6 under Salt, due chiefly to less expenditure under Purchase of salt and freight in Madras, and partly to less expenditure charges due to the transfer of the Orissa Salt Department from Madras to Bengal; 43.2 under Refunds and Drawbacks and to smaller decreases under Assignments and Compensations, Stamps, and Provincial Rates, counterbalanced by an increase of 78.0 under Land Revenue due to indirect famine charges and large payments of commission on collections in Burma, of 27.6 under Excise, 8.0 Customs, 7.8 Forests, and smaller savings under Assessed Taxes and Registration.

## 1.—Refunds and Drawbacks.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Land Revenue	Accounts . 1896-97 . . . . .	5	6	9.1	1.1	10.1	2.3	6.2	12.2	14.8	56.9
	Budget . . . . .	5	3	6.0	1.6	5.6	4.0	4.2	7.1	15.1	44.4
	Revised . . . . .	6	2	7.5	1.0	5.6	5.6	3.9	11.2	16.8	52.4
	Accounts . 1897-98 . . . . .	5	...	7.3	1.2	9.9	4.0	3.1	13.5	17.9	57.4
Salt	Accounts . 1896-97 . . . . .	5.1	...	7	...	16.1	...	...	1.4	8.4	31.7
	Budget . . . . .	3.0	...	1.0	...	19.5	...	...	2.5	9.2	35.2
	Revised . . . . .	2.0	...	1.2	...	20.0	...	...	1.0	7.8	32.0
	Accounts . 1897-98 . . . . .	1.1	...	1.4	...	17.9	...	...	7	7.6	28.7
Stamps	Accounts . 1896-97 . . . . .	6	1.8	2.6	6	15.9	8.3	4.4	10.0	12.5	56.7
	Budget . . . . .	5	1.7	2.4	6	15.6	9.0	3.7	10.4	10.0	53.0
	Revised . . . . .	5	1.7	2.8	5	15.0	7.6	4.3	11.0	10.0	53.4
	Accounts . 1897-98 . . . . .	5	1.5	2.6	5	18.6	7.7	4.3	10.4	9.1	53.2
Customs	Accounts . 1896-97 . . . . .	...	...	11.7	...	24.6	...	...	5.6	77.4	119.3
	Budget . . . . .	...	...	10.8	...	20.2	...	...	5.0	80.0	116.0
	Revised . . . . .	...	...	11.8	...	22.2	...	...	4.7	51.7	90.4
	Accounts . 1897-98 . . . . .	...	...	15.9	...	19.4	...	...	5.3	40.6	86.2
Assessed Taxes	Accounts . 1896-97 . . . . .	1.1	3	4	...	3.2	2.3	7	2.3	2.2	12.5
	Budget . . . . .	9	4	8	1	3.0	2.3	1.0	2.5	2.3	13.5
	Revised . . . . .	7	3	3.7	1	2.4	2.4	0	2.1	2.0	74.3
	Accounts . 1897-98 . . . . .	7	4	3.7	...	2.2	2.6	0	1.8	1.9	14.2
Other Revenue Re- funds.	Accounts . 1896-97 . . . . .	...	8	1.6	4	5.4	9	7	11.8	28.8	50.4
	Budget . . . . .	...	6	0	6	3.6	3.1	7	3.8	22.5	35.6
	Revised . . . . .	...	6	3.9	8	7.0	4.2	1.3	4.2	24.0	46.4
	Accounts . 1897-98 . . . . .	1	1.0	4.6	7	5.1	4.4	1.9	4.6	22.2	44.6
TOTAL	Accounts . 1896-97 . . . . .	7.3	2.5	26.1	2.1	75.3	13.8	12.0	43.3	144.1	327.5
	Budget . . . . .	4.9	3.6	21.9	2.0	67.5	18.4	9.4	34.3	139.3	298.0
	Revised . . . . .	3.8	3.0	30.9	2.4	72.2	19.8	10.3	34.2	112.3	288.9
	Accounts . 1897-98 . . . . .	2.9	2.9	31.5	2.4	71.1	18.7	10.1	36.3	108.3	284.3



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## I.—Refunds and Drawbacks—continued.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.
Excess over Budget Grant	Imperial	...	...	5.4	...	2.3	3	2	4.1	...	12.3
	Provincial	...	2	4.2	...	1.3	...	6	0	...	7.5
Excess sanctioned by Local Government											
	Imperial Government	...	2	8.0	...	1.3	...	8	4.8	...	14.3
	Imperial Government	...	...	...	...	2.3	...	8	...	...	3.1
Excess awaiting sanction of the Imperial Government.											
	Imperial	...	...	1.6	...	...	3	2	2	...	2.3
	Provincial	...	...	...	...	...	...	6	...	...	6

55. The charges under this head are fluctuating and do not admit of an accurate forecast. The expenditure fell short of the Budget Estimate and the actuals of the previous year by 14.3 and 43.2 respectively. The decrease, as compared with the Budget, was the net result of savings of 6.5 under *Salt Refunds* and of 29.8 under *Customs Refunds*, and excesses of 13.0 under *Land Revenue Refunds* and of 9.0 under *Other Revenue Refunds*. The decrease under *Salt Refunds* in Bombay, both as compared with the Budget and the actuals of the previous year, was due to the falling off in the Salt trade in the earlier part of the year in consequence of the famine and plague. Under *Land Revenue Refunds* the excess in Bengal (4.3) was due chiefly to the refund of the balance of an estate that had been confiscated and subsequently restored; in Madras there were large refunds of Land Revenue erroneously credited in the previous year, and in Bombay there was a special refund (1.7) in the Satara District. Under *Other Refunds* the excess was contributed by all the Provinces except Bombay, where there was a small saving. In Burma 3.2 of the excess occurred under Excise, while in the North-Western Provinces it occurred chiefly under Forests. The large decrease under *Customs Refunds* in Bombay (30.4) was due chiefly to drawbacks on merchandise re-exported in consequence of the dullness of trade.

## 2.—Assignments and Compensations.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.
Land Revenue compensations.	Accounts. 1896-97	5.6	2.8	...	1.6	23.0	42.2	11.0	50.7	965.4	1,102.3
	Budget	3.8	2.3	...	1.6	22.6	30.6	10.5	49.0	958.7	1,096.5
	Revised	3.8	2.5	...	1.6	22.7	31.1	10.8	50.1	966.8	1,094.0
	Accounts. 1897-98	3.8	2.9	1	1.6	22.4	30.8	10.9	47.6	957.7	1,077.8
Opium compensations	Accounts. 1896-97	...	...	...	...	5	...	...	...	4.6	5.1
	Budget	...	...	...	...	5	...	...	...	4.6	5.1
	Revised	...	...	...	...	5	...	...	...	4.6	5.1
	Accounts. 1897-98	...	...	...	...	5	...	...	...	4.6	5.1
Salt compensations	Accounts. 1896-97	299.2	...	...	...	2.0	...	...	48.8	4.4	354.4
	Budget	306.7	...	...	...	2.0	...	...	48.8	5.0	362.5
	Revised	305.7	...	...	...	2.0	...	...	48.8	4.5	361.0
	Accounts. 1897-98	304.3	...	...	...	2.0	...	...	44.9	4.6	356.3
Excise compensations	Accounts. 1896-97	...	1.4	...	...	...	9	5	4	12.7	45.8
	Budget	...	2	...	...	...	9	5	4	10.1	42.1
	Revised	...	1.5	...	...	...	8	6	5	12.6	46.0
	Accounts. 1897-98	...	1.1	...	...	...	8	7	5	11.2	44.9
Customs compensations	Accounts. 1896-97	...	...	...	...	...	...	7	14.4	7	15.8
	Budget	...	...	...	...	...	...	2.0	15.0	7	17.7
	Revised	...	...	...	...	...	...	3.4	14.5	7	18.6
	Accounts. 1897-98	...	...	...	...	...	...	3.4	14.4	7	18.5
Purchase of Life Pensions	Accounts. 1896-97	...	...	...	...	...	...	6	...	...	6
	Budget	...	...	...	...	...	...	5	...	...	5
	Revised	...	...	...	...	...	...	4	...	...	4
	Accounts. 1897-98	...	...	...	...	...	...	3	...	...	3
Miscellaneous compensations.	Accounts. 1896-97	8.2	2.2	...	2.1	2.6	2.5	1.0	1.9	17.5	38.0
	Budget	6.7	2.4	...	2.1	4.5	2.5	1.0	1.9	16.9	40.0
	Revised	8.8	2.4	...	2.0	4.4	2.5	1.5	1.9	18.0	41.5
	Accounts. 1897-98	8.7	2.3	...	1.5	3.6	2.5	1.5	2.0	17.3	39.4
Total	Accounts. 1896-97	313.0	6.4	...	3.7	28.1	45.6	13.8	112.2	1,035.3	1,562.1
	Budget	310.2	5.4	...	3.7	26.6	34.0	14.5	116.0	1,036.0	1,558.1
	Revised	318.3	6.7	...	3.0	29.6	34.4	16.7	116.1	1,037.2	1,562.6
	Accounts. 1897-98	317.3	8.3	1	3.1	28.6	34.1	16.8	109.4	1,026.1	1,541.7



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 2.—Assignments and Compensations—continued.

	India.	Central Prov. Inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget Grant, Imperial . . . .	...	9	1	...	...	7	2,3	...	4	44
Excess sanctioned by Imperial Government .	...	...	...	...	...	...	...	...	4	4
„ awaiting sanction of the Imperial Govern- ment.	...	9	1	...	...	7	2,3	...	...	44

56. The expenditure under this head fell short of the Budget Estimate and the actuals of the previous year by 16,7 and 20,4, respectively.

57. The saving, as compared with the Budget, occurred chiefly in Madras (6,6) and Bombay (9,9). In Madras it occurred under *Land Revenue Compensations* (2,3), owing to the non-drawal of the allowance of the Raja of Malabar in consequence of his death (9), and of the non-payment of several pensions (1,4), and under *Salt Compensations* (3,9) owing to non-payment of the compensation for suppression of earth-salt manufacture in Pudukottai. In Bombay the saving occurred chiefly under the first head, and was due to non-payment of the grant to Shahaji Raje Bhoale Akalkotkar, pending the settlement of claim to heirship (1,1), to non-payment to small inamdars and other grantees (8,1), and to saving in the adjustment on account of alienated land revenue (2,8). The saving was partly counterbalanced by an excess of 1,1 under *Excise Compensations*, due to the payment of arrears (2,1) to the Chief of Sangli, reduced by (1,0), due to non-payments to certain Native Chiefs. There was a small saving of 1,9 in India under *Salt Compensations* due to smaller payments to the Jeypore and Jodhpore States of the Royalty under the Sambhar Lake Treaty (1,2), and of compensation payable to the Kohat Chiefs. In the Central Provinces an excess of 9 under *Excise Compensations* was due to the payment of arrears of compensation for resumption of Abkari right. The increase in Punjab under *Customs Compensations* was due to the payment of claims belonging to the previous year.

58. The fall, as compared with the previous year, occurred chiefly in the North-Western Provinces (11,5), Madras (5,8), and Bombay (9,3). In the North-Western Provinces the decrease was due to the large arrear payments in 1895-97. In Madras it was due to the causes already explained, and in Bombay it occurred partly under *Land Revenue Compensations* (7,7) for reasons given above, and partly under *Excise Compensations* (1,5), due to the payment in 1896-97 of compensations for two years to the Rewa Kantha Chiefs.

## 3.—Land Revenue.

		India.	Central Prov. Inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Charges of District Administration.	Accounts . 1896-97 . . . .	26,6	75,8	184,0	56,1	319,6	350,6	197,7	309,6	284,9	1,894,9
	Budget . . . . .	26,4	77,8	189,6	58,8	322,8	349,5	194,1	305,0	288,3	1,902,5
	Revised . . . . .	26,7	81,0	186,8	57,5	303,5	302,0	192,0	423,0	299,0	1,932,5
	Accounts . . . . .	26,9	82,7	187,4	57,3	307,2	304,2	192,8	431,7	295,8	1,915,4
Survey and Settle- ment.	Accounts . 1896-97 . . . .	14,3	31,8	73,8	9,7	148,1	56,0	38,8	78,5	43,6	494,9
	Budget . . . . .	15,2	31,7	90,6	11,1	135,9	47,5	46,8	64,5	43,1	486,7
	Revised . . . . .	15,0	31,7	82,5	10,5	130,9	48,3	45,6	63,4	43,0	479,6
	Accounts . . . . .	15,2	39,5	77,3	9,1	130,7	43,7	45,3	60,2	40,8	451,0
Land Records and Agriculture.	Accounts . 1896-97 . . . .	8,8	57,7	33,4	18,5	9,6	350,2	156,2	170,9	212,9	1,010,7
	Budget . . . . .	9,5	61,8	42,0	22,4	7,7	376,1	153,9	182,0	214,1	1,070,7
	Revised . . . . .	9,3	60,7	37,8	20,8	7,7	300,6	154,0	183,0	224,6	1,063,4
	Accounts . . . . .	9,3	64,1	38,6	19,2	7,6	306,3	156,3	180,7	220,7	1,062,8
Management of Government Estates.	Accounts . 1896-97 . . . .	...	2	...	2	44,0	18,6	...	...	...	63,0
	Budget . . . . .	...	3	...	4	47,7	19,3	...	...	...	67,7
	Revised . . . . .	...	2	...	1	45,3	18,0	...	...	...	61,0
	Accounts . . . . .	...	3	...	1	48,2	18,1	...	...	...	66,7



### 3.—Land Revenue—continued.

60. Under *Charges of District Administration*, the excess of 43,1 was chiefly contributed by the North-Western Provinces (14,7), Madras (36,7), Bombay (6,9), and the Central Provinces (4,9), counterbalanced by savings in the other Provinces except India, where there was a petty excess.\* The expenses were generally due to additional expenditure necessitated by the famine. In the North-Western Provinces the entertainment of temporary establishment in connection with the acquisition of land for Canal and Railway purposes, accounted for a portion (6) of the excess, and in Madras a large portion (23,6) was due to fees for searches in Registration Offices in connection with the grant of loans under the Land 'Improvement and Agriculturists' Loans Acts in districts affected by famine, and in Madras for reclamation of lands under the Periyar works. The savings in Burma (4,5), Assam (1,5), and the Punjab (1,3) occurred chiefly under Salaries and Allowances, and were due to the absence of officers on leave and a lower rate of Exchange Compensation Allowance. In Burma the saving was counterbalanced to the extent of 2,3 by excess expenditure under Survey establishment. The saving in Bengal (15,6) is nominal, being due to a change in the method of adjusting fees realized on travelling account of partition, which are now deducted from expenditure under this head instead of being credited as receipts. Disregarding this there was an excess of 1,2 under Salaries, of 3,9 under Allowances due chiefly to the payment of grain compensation allowances, and of 2,4 under Supplies and Services



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 3.—Land Revenue—continued.

and Contingencies, counterbalanced by a saving of 3.2 in Record Room charges. The variations, as compared with the previous year, are mainly due to the causes explained above.

61. Under *Survey and Settlement* the saving in most of the Provinces was due partly to less charges for professional Surveys; in Burma 7.0 of the saving was due to partial or entire postponement of Settlement Operations and Departmental Surveys in certain districts; in the North-Western Provinces the Settlement Operations were not as extensive as anticipated. In Punjab the saving (1.7) was the result of a saving of 5.7, due partly to over estimate and partly to delay in the commencement of Settlement Operations in the Muzaffargarh district, and an excess of 4.1 due to the creation of the appointment of Settlement Commissioner. In Bombay the saving was due to less expenditure under Supplies and Services on account of Cadastral Maps and to larger recoveries of contributions from Native States for Foreign service, which are deducted from charges, counterbalanced by an increase under professional surveys, due chiefly to a lump deduction ordered in the Estimate by the Government.

62. Under *Land Records and Agriculture* the saving amounted to 7.9. The excess of 2.3 in the Central Provinces and of 2.4 in the Punjab occurred in the Patwari Fund expenditure, due in the former case to famine, and in the latter to no provision having been made for the Chenab Colony Fund. The excess of 6.6 in Bombay was due mainly to temporary famine establishments (2.1), and plague establishments (5), for which no provision was made; increased travelling charges of Circle Inspectors (1.4), and to payment of grain compensation (4.0). These increases were partly counterbalanced by a saving of 9, chiefly in salaries, and 1.6 due to the establishment of tapedars and kotwars having been below the sanctioned scale. The principal savings occurred in Burma (4.3), due to provision for the supplementary survey of the Minbu and Sagaing districts having been only partially utilised. In Assam there was a saving of (3.2) due chiefly to the establishment of District Mandals and Kanungoes having been below sanctioned strength (2.4), and to the appointment of second Superintendent not having been filled up. In the North-Western Provinces the saving was (9.8) due chiefly to savings in the pay and allowances of Patwaris and Kanungoes. An increase of 3.9 in establishment charges consequent on famine has been counterbalanced by savings. In Madras the Estimate is usually pitched high. The excess over the actuals of the previous year in the Central Provinces, Punjab, and Bombay were chiefly due to the causes explained above.

63. The excess under *Commission on Collections* occurred in Burma (13.0), and was due partly to sufficient allowance not having been made for growth of revenue, and partly (1.4) to the deputation of an officer in connection with the question of the administration of inland fisheries in the Irrawaddy Division. The lower figure of the previous year was due partly to agricultural distress and partly to less collection of revenue. The decrease in the Central Provinces was due to remissions and suspensions of arrears of revenue owing to famine.

64. Under *Allowances to District and Village Officers* the excess occurred in the Central Provinces and represents remunerations of kotwars (13.8) and grain compensation allowance (3.9) in consequence of famine, for which no provision was made. In Madras the Estimate was pitched too high, and in Bombay the allowances were not fully claimed during the year, and the adjustments on account of alienated lands were less than the Estimate.

65. In England the excess was due to *Law Charges* in connection with appeals from India being larger than was anticipated.

## 4.—Opium.

1896-97. Accounts.		Budget.	1897-98. Revised.	Actuals.
<b>Bengal—</b>				
6.4	Behar Agency, Superintendence . . . . .	5.6	5.6	5.4
41.7	" Opium Factory . . . . .	60.7	44.0	44.2
44.0	" District Staff . . . . .	44.7	44.0	44.5
861.9	" Payments to Cultivators . . . . .	969.0	777.3	796.3
7.4	Benares Agency, Superintendence . . . . .	7.4	7.5	7.8
41.6	" Opium Factory . . . . .	55.2	44.1	44.1
72.9	" District Staff . . . . .	74.2	76.3	75.9
1,402.9	" Payments to Cultivators . . . . .	1,431.0	1,359.0	1,360.9
2.5	Other Charges . . . . .	2.2	2.2	2.3
1.3	India . . . . .	1.4	1.3	1.3
2.6	Bombay . . . . .	2.6	3.5	3.5
2,485.2	<b>TOTAL</b> . . . . .	2,654.0	2,364.8	2,386.2
9	England . . . . .	4	2.0	1.9
6	Exchange . . . . .	3	1.1	1.0
2,486.7	<b>GRAND TOTAL</b> . . . . .	2,054.7	2,367.9	2,389.1



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 4.—Opium—continued.

66. The Indian expenditure showed a saving in comparison with the Budget Estimate, and the actuals of the previous year of 267.8 and 99.0, respectively. As usual these variations were the results mainly of variations in the outturn of the crop, which in the year under review amounted to 85,176 maunds against 100,000 maunds in the Estimate, and 87,281 maunds the actual production of the previous year. The *Payments to Cultivators*, which form the bulk of the charges, fell short of the Estimates in both Agencies. Under *Opium Factory* the savings in both Agencies were due to less freight and manufacturing charges. The higher expenditure, as compared with the actuals of the previous year, in the Behar Agency, was due to larger payments for timber, and in the Benares Agency to higher manufacturing charges. Under *District Staff* the excess in the Benares Agency was due chiefly to payment of grain compensation (8) and to higher travelling charges (6). The excess over the actuals of the previous year occurred chiefly in transit and weightment charges. The excess of 9 in Bombay was due to the payment of the privilege leave allowance of the Opium Agent, Benares. This excess was covered by re-appropriation sanctioned by the Government of India.

67. The excess in England was due to larger demands than anticipated for stores. The extra expenditure due to famine is estimated at 2.5. The saving under Exchange Compensation Allowance amounted to 7.

## 5.—Salt.

				India.	Burma.	Bengal.	Madras.	Bombay.	TOTAL.	
Salaries, Establish- ment, and Con- tingencies.	{	Accounts	1896-97	86.9	4	5.1	177.9	127.7	398.0	
		Budget		88.6	7	25.2	195.8	134.1	444.4	
		Revised	1897-98	80.0	7	14.6	148.7	135.4	379.4	
		Accounts		80.8	6	14.8	151.0	135.8	383.0	
Manufacture and Excavation.	{	Accounts	1896-97	30.4	...	...	...	...	30.4	
		Budget		38.7	...	...	...	...	38.7	
		Revised	1897-98	25.0	...	...	...	...	25.0	
		Accounts		22.4	...	...	...	...	22.4	
Purchase Freight.	{	Accounts	1896-97	...	...	...	52.4	42.3	94.7	
		Budget		...	...	...	45.1	41.5	86.6	
		Revised	1897-98	...	...	...	31.0	35.6	66.6	
		Accounts		...	...	1.7	29.8	36.1	67.6	
Total India .	{	Accounts	1896-97	117.3	4	5.1	230.3	170.0	523.1	
		Budget		127.3	7	25.2	240.9	175.6	569.7	
		Revised	1897-98	105.0	7	14.6	179.7	171.0	471.0	
		Accounts		103.2	6	16.5	180.8	171.9	473.0	
				Ster- ling.	Ex- change.	TOTAL.				
England .	{	Accounts	1896-97	2	1	3	Grand To- tal, includ- ing Eng- land.	Accounts	1896-97	523.4
		Budget		3	2	5		Budget		570.7
		Revised	1897-98	6	3	9		Revised	1897-98	471.0
		Accounts		5	3	8		Accounts		473.8
Extra charges due to Famine				7	...	3	9	6.7	8.6	
Excess or Savings under Exchange Com- pensation Allowance				-3	...	+1	-5	-4	-1.1	

68. The Indian expenditure, as compared with the Budget Estimate and the actuals of the previous year, showed savings of 96.7 and 30.1, respectively. The savings, compared with the Budget, occurred chiefly in Madras (60.1) due to over-estimate under *Salaries, Establishment and Contingencies* and *Purchase and Freight*. In India there was a saving of 24.1, of which 7.8 occurred under the first minor head, and was due to less outlay on petty construction and repairs (2.6) and to less expenditure on Preventive establishment (5.3), due partly to reductions in the Indus preventive line, and 16.3 under *Manufacture and Excavation* due to smaller demands for salt, chiefly in Sambhar, Didwana, and Pachbudra. Bengal contributed 8.7 of the saving and Bombay 3.7, the former due partly to savings in the provision for the new Preventive establishment, and partly (4.0) to the provision for Steam Launches for that establishment not having been utilised, and the latter to less expenditure under *Purchase and*



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 5.—Salt—continued.

*Freight* owing to slackness of trade, counterbalanced by payment of grain compensation, and of 1,2 to the Bombay, Baroda and Central India Railway Company on account of Government share of the cost of construction of a platform and siding at Bhynder railway station. The saving in Madras, as compared with the previous year, was chiefly due to less expenditure on *Purchase of Salt and Freight* and the transfer to Bengal of the Orissa Salt Department, and which also accounts for the increase in Bengal.

69. The excess in England was due to larger demands for stores than anticipated.

## 6.—Stamps.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	Total.
Superintendence, Re- establishments and Contingencies.	Accounts Budget Revised Accounts	1896-97	...	...	...	...	8,4	...	...	2,4	5,8	16,6
		1897-98	...	...	...	...	8,3	...	...	2,4	5,7	16,4
		1897-98	...	...	...	...	7,6	...	...	2,2	5,7	15,5
		1897-98	...	...	...	...	8,0	...	...	2,3	5,8	16,1
Charges on sale of Stamps, including discount.	Accounts Budget Revised Accounts	1896-97	1,6	2,1	3,2	1,8	25,4	6,0	13,0	17,1	10,2	80,4
		1897-98	1,6	2,0	3,5	1,8	25,2	6,2	12,4	17,4	10,8	80,0
		1897-98	1,5	2,0	3,6	1,8	24,8	6,4	13,1	18,4	9,8	81,6
		1897-98	1,4	2,0	3,6	1,8	25,8	6,9	12,7	18,0	9,7	81,9
Stamps supplied from Central Stores.	Accounts Budget Revised Accounts	1896-97	-82,2	4,5	1,3	2,2	33,7	9,0	8,5	12,7	10,5	...
		1897-98	-90,6	4,6	1,3	2,4	30,7	9,0	8,6	15,0	1,30	...
		1897-98	-90,5	4,4	1,7	1,6	36,1	14,5	9,0	19,0	11,2	...
		1897-98	-88,6	4,2	1,2	1,9	34,6	15,0	8,1	14,0	9,6	...
Total	Accounts Budget Revised Accounts	1896-97	-80,6	6,6	4,5	4,0	67,5	15,0	21,5	32,2	26,3	97,0
		1897-98	-89,0	6,6	4,8	4,2	70,2	15,2	21,0	34,8	29,5	97,3
		1897-98	-89,0	6,4	5,3	3,4	68,5	21,1	22,1	32,6	26,7	97,1
		1897-98	-87,7	6,2	4,8	3,7	68,4	21,9	20,8	34,3	25,1	98,0
England	Accounts Budget Revised Accounts	1896-97	40,8	27,0	67,8	Total, including						164,8
		1897-98	29,8	19,7	49,5	England.						146,8
		1897-98	34,0	19,4	53,4	Accounts						151,1
		1897-98	35,8	20,2	56,0	Budget Revised Accounts						154,0
Excess over Budget Grant	{ Imperial Provincial		1,8	...	...	...	...	1,7	...	...	...	3,5
			...	...	...	...	...	5,0	...	...	...	5,0
Excess sanctioned by Local Government												
Awaiting sanction of the	{ Imperial Provincial		1,8	...	...	...	...	7	...	...	...	7
			...	...	...	...	...	1,7	...	...	...	3,5
			...	...	...	...	...	4,3	...	...	...	4,3

70. The actuals agree closely with the Budget, there being an excess of only 7 on the whole. This occurred under *Charges on Sale of Stamps, including discount* in Bengal (6), Punjab (3), and Madras (6), and was due to large sales of stamps, and in the North-Western Provinces (7) due to freight and other contingencies connected with water-marked paper, the use of which was introduced into the Province during the year. These excesses were counterbalanced to the extent of 1,1 by savings in Bombay owing to smaller issues of stamps of low denominations on which alone discount is allowed. Under *Stamps supplied from Central Stores* the variations in the Central Provinces (4), Assam (5), Bengal (2,1), and Punjab (5) were due to over-estimates; the increase in Madras (1,0) due to a change in the method of calculating the value of stamps issued.

71. The excess in England was due to the demand having been larger than was anticipated.



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 7.—Excise.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
CHARGES OF COLLECTION—				
2,7	India . . . . .	2,8	2,4	2,4
5,0	Central Provinces . . . . .	7,8	5,2	5,0
16,4	Burma . . . . .	17,7	19,2	19,2
6	Assam . . . . .	9	5	5
69,6	Bengal . . . . .	71,3	66,9	67,4
5,6	N.-W. Provinces and Oudh . . . . .	6,2	5,8	5,8
5,5	Punjab . . . . .	5,3	5,4	5,4
70,7	Madras . . . . .	62,8	97,2	99,3
36,4	Bombay . . . . .	36,4	36,2	35,3
212,5	TOTAL . . . . .	211,2	238,8	240,3
2	England . . . . .	1	2	1
2	Exchange . . . . .	1	1	1
212,9	TOTAL . . . . .	211,4	239,1	240,5

	India.	Central Prov. inccs.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.
Excess over Budget Grant . . . . .	...	...	8	...	...	...	...	27,3	...	28,1
Imperial	...	...	7	...	...	...	1	9,2	...	10,0
Provincial	...	...	...	...	...	...	...	...	...	...
Excess sanctioned by Local Government . . . . .	...	...	1,5	...	...	...	1	34,8	...	36,4
„ availing sanction of the } Imperial Government. } Imperial . . . . .	...	...	...	...	...	...	...	1,7	...	1,7
Extra charges due to Famine . . . . .	...	...	...	...	1,2	...	1	...	4	1,7
Excess or Savings under Exchange Compensation Allowance . . . . .	...	...	...	...	—1	...	...	+2	—1	...

72. The Indian expenditure exceeded the Budget Estimate by 29,1 and the actuals of the previous year by 27,8. The excess occurred chiefly in Madras (36,5 and 28,6, respectively), and was chiefly nominal, being due to a change in the distribution of the charges between Salt and Excise sanctioned after the Budget was framed. The excess due to this cause was covered by re-appropriation sanctioned by the Local Government. Burma contributed 1,5 of the excess due to higher payments under rewards, owing to rigorous measures taken for the suppression of illicit trade. The saving in the Central Provinces was due chiefly to the construction of certain distilleries not having been undertaken during the year (2,0), and partly to petty saving under District Executive Establishments. In Bengal the saving occurred under contingencies (6,7), counterbalanced by higher charges under supplies and services (1,2), and under District Executive Establishment (2,9), chiefly under travelling and grain compensation allowances.

## 8.—Provincial Rates.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
ESTABLISHMENT AND OTHER CHARGES—				
5,0	Burma . . . . .	5,5	5,2	5,1
3	Assam . . . . .	3	3	3
41,5	Bengal . . . . .	41,3	40,0	39,4
8	N.-W. Provinces and Oudh . . . . .	9	9	9
5	Punjab . . . . .	5	9	1,0
6,2	Bombay . . . . .	6,1	5,8	5,8
54,3	TOTAL . . . . .	54,6	53,1	52,5

73. The charges were less than the Budget Estimate and the actuals of the previous year by 2,1 and 1,8, respectively. The saving occurred chiefly in Bengal (1,9), and was due to a smaller outlay on re-valuation work. The excess (5) in Punjab is due to the charge to this head of the unpaid portion of Patwaris' share of mutation fees, which have been credited to Revenue Deposits for future payment. This excess requires to be sanctioned.



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## 9.—Customs.

		Burma.	Bengal.	Madras.	Bombay.	TOTAL.
Charges at the principal Ports of Rangoon, Calcutta, Madras, Bombay.	Accounts . 1896-97 . . .	16.5	71.7	12.4	69.1	169.8
	Budget . . .	16.7	75.7	12.2	70.9	175.5
	Revised . . .	19.8	74.0	12.4	69.7	175.9
	Accounts . . .	19.7	74.7	12.1	69.9	176.5
Charges at other Ports.	Accounts . 1896-97 . . .	7.0	4.3	10.9	11.4	33.6
	Budget . . .	7.1	4.3	12.3	11.5	35.2
	Revised . . .	7.4	4.0	10.9	11.6	33.9
	Accounts . . .	7.7	4.3	11.3	11.6	34.9
TOTAL	Accounts . 1896-97 . . .	23.5	76.0	23.3	80.6	203.4
	Budget . . .	23.8	80.0	24.5	82.4	210.7
	Revised . . .	27.2	78.0	23.3	81.3	209.8
	Accounts . . .	27.4	79.0	23.5	81.5	211.4
Excess over Budget Grant { Imperial . . . . .		...	...	...	...	...
Provincial . . . . .		3.6	...	...	...	3.6
Excess sanctioned by Local Government . . . . .		3.6	...	...	...	3.6
Extra charges due to Famine . . . . .		...	4	...	9	13
Savings under Exchange Compensation Allowance . . . . .		..	4	...	3	7

74. The expenditure exceeded the Budget Estimate by 7 and the actuals of the previous year by 8.0. The excess over the Budget occurred chiefly in Burma (3.6), and was due mainly to a change in the system of treating over-time fees earned by Customs establishment. These fees were formerly paid direct to the officers who earned them, but since June 1897 have been credited as Miscellaneous Customs Revenue, the payments made against them being charged under this head. There was a corresponding increase under VII.—Customs. The saving in Bengal was due to the establishment being below the sanctioned strength. In Madras the provision for establishment at *Other Ports* was not fully utilized. In Bombay the decrease was due to absence of officers and to lower payments of rewards in the Presidency Division.

## 10.—Assessed Taxes.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1	India . . . . .	1	1	1
1	Central Provinces . . . . .	1	1	1
2.4	Burma . . . . .	3.5	3.3	3.3
2	Assam . . . . .	2	2	2
18.1	Bengal . . . . .	19.3	19.0	19.0
2	N.-W. Provinces and Oudh . . . . .	2	2	2
1.2	Punjab . . . . .	1.2	1.2	1.2
2.6	Madras . . . . .	2.7	2.7	2.8
5.3	Bombay . . . . .	5.4	5.4	5.4
30.3	TOTAL	32.7	32.3	32.3

75. The expenditure showed a saving of 4 as compared with the Budget Estimate, and exceeded that of the previous year by 2.0. The excess over the previous year in Burma was due to the introduction of the Income Tax Act into Mandalay town with effect from April 1897. In Bengal it was due to higher establishment charges in the year under review. The saving of 3 in Bengal, as compared with the Budget, occurred under Allowances. The small excess of 1 in Madras has been sanctioned by the Local Government.



## Section A.—DIRECT DEMANDS ON THE REVENUE—continued.

## II.—Forest Expenditure.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
General Direction	Accounts. 1896-97	7.7	...	...	...	...	...	...	...	...	7.7
	Budget	7.8	...	...	...	...	...	...	...	...	7.8
	Revised	7.7	...	...	...	...	...	...	...	...	7.7
	Accounts. 1897-98	8.2	...	...	...	...	...	...	...	...	8.2
Conservancy and Works—											
Timber and other produce removed from the Forests by Government Agency.	Accounts. 1896-97	27.9	2.9	66.2	4	23.7	22.2	27.5	20.1	51.6	242.6
	Budget	17.3	4.6	66.7	5.3	18.2	23.0	36.5	22.8	57.9	252.3
	Revised	15.0	3.6	64.9	5	20.3	19.8	20.3	18.4	59.4	233.1
	Accounts. 1897-98	23.1	3.5	65.7	4	19.5	19.7	31.0	18.1	60.9	241.9
Timber and other produce removed from the Forests by consumers or purchasers.	Accounts. 1896-97	...	11.6	2.1	2.8	5.7	3.3	3	9.8	4.3	39.9
	Budget	...	12.9	2.3	3.0	6.5	3.4	2	9.8	4.8	42.9
	Revised	...	10.5	2.5	6	5.1	2.0	1	9.5	4.1	34.4
	Accounts. 1897-98	...	9.9	2.2	5	5.3	1.9	1	9.0	4.0	32.9
Other Charges	Accounts. 1896-97	7.6	28.0	60.1	7.6	10.9	25.5	13.3	48.3	41.7	243.0
	Budget	6.3	26.4	63.9	8.7	14.3	30.1	13.4	60.6	56.4	283.1
	Revised	6.8	22.1	67.9	8.7	8.1	29.3	13.4	51.3	49.6	258.2
	Accounts. 1897-98	6.4	22.7	62.9	7.8	10.4	29.0	13.0	48.7	43.5	244.4
Establishment	Accounts. 1896-97	18.6	52.6	84.5	17.4	28.7	39.6	31.2	75.2	99.3	447.1
	Budget	19.2	58.1	98.5	19.0	31.7	43.5	33.5	79.3	104.1	486.9
	Revised	18.3	58.8	91.3	20.2	29.0	40.9	33.4	79.8	98.9	470.6
	Accounts. 1897-98	17.9	56.0	88.9	20.2	30.1	41.2	33.1	81.5	98.9	467.8
TOTAL	Accounts. 1896-97	61.8	95.1	212.9	28.2	69.0	90.6	72.3	153.5	196.9	980.3
	Budget	53.6	102.0	231.4	36.0	70.7	100.0	83.6	172.5	222.2	1,073.0
	Revised	48.7	95.0	226.6	30.0	62.5	92.0	77.2	160.0	212.6	1,004.0
	Accounts. 1897-98	55.6	92.1	219.7	28.9	65.3	91.8	77.2	157.3	207.3	995.2
		Star-ling.	Ex- change.	TOTAL.							
England	Accounts. 1896-97	8.2	5.1	13.6	Total, including England.						
	Budget	1.9	1.2	3.1							
	Revised	7.1	4.0	11.1							
	Accounts. 1897-98	4.2	2.3	6.5							
Excess over Budget Grant. Imperial		2.0	...	...	...	...	...	...	...	...	2.0
Excess sanctioned by Imperial Government		5	...	...	...	...	...	...	...	...	5
" " " Local		3	...	...	...	...	...	...	...	...	3
Imperial Government awaiting sanction of the Imperial Government		1.2	...	...	...	...	...	...	...	...	1.2
Extra charges due to Famine		...	3.8	1	...	5	2	2	3	19.4	24.5
Savings under Exchange Compensation Allowance		3	7	1.3	4	...	4	2	5	7	4.5

76. The Indian expenditure showed a saving, as compared with the Budget Estimate, of 77.8, and an excess over the actuals of the previous year of 14.9. The saving is spread over all the Provinces except India, where there was an excess due mainly to charges in England in connection with Padouk timber sold in the London market, 1,131 tons having been sold against an expected sale of 500 tons.

77. Under Timber, etc., removed by Government Agency the excess in India has been explained above, but was also due to a small extent to extra charges for cartage of timber from Coorg for the Ordnance Department, Madras. In Bengal the number of sleepers cut exceeded the estimate. In Bombay the excess was due to large payments of arrears and to expenditure on special famine grass having been retarded by famine; in the latter Province it was partly due to over-estimate. In Assam it was due to the suspending of departmental operations after the earthquake, which rendered cart-roads useless and the rivers unserviceable for floating purposes. In the North-Western Provinces the saving was due to smaller demands from the Military Works and Commissariat Departments, and to a delay in cutting fuel; and in Punjab to a scarcity of skilled sawyers and to unfavourable seasons for sleeper works and rafting purposes, and to smaller demands from Railways. Under Timber, etc., removed by Consumers or



## Section A.—DIRECT DEMANDS ON THE REVENUE—concluded.

## 11.—Forest Expenditure—continued.

*Purchasers*, the saving, which was contributed to by all the Provinces, was due chiefly to the reorganization of the subordinate Forest and Depot Establishment.

78. The saving occurred chiefly under *Other Charges* (38,7). The largest savings were in Madras (11,9) and Bombay (12,6). The former was due mainly to a large provision for extension and improvement, chiefly in connection with the Survey of India parties, which was not worked up to. In Bombay the provision for the erection of forest boundary marks by famine labour was not fully utilized, and certain works provided for were not carried out. These savings were counterbalanced to the extent of 3,0 by the transfer to this head of charges of grain compensation allowance provided for under *Establishment*. The savings in the other Provinces were chiefly due to works of construction and forest improvement not having been carried out to the extent proposed. Under *Establishment* the saving amounted in the aggregate to 19,1, and was spread over all the Provinces except Assam and Madras, where the effect of the reorganization of the subordinate establishment was not fully provided for. In the other Provinces the saving was due chiefly to the absence of officers on leave, to lower rates of exchange compensation, and to full effect not having been given to the reorganization scheme. In Bombay the saving, due to absence of officers and the low rate of exchange compensation allowance, was augmented by the transfer of charges on account of grain compensation referred to above. The excess over the previous year (20,7) was mainly due to the reorganization of the subordinate Forest Establishments, and to variations in the number and class of officers on duty.

79. The excess in England was due to a larger demand for stores from Bombay.

## 12.—Registration.

		India.	Central Prov- inces.	Borneo.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Superintendence	Accounts . 1896-97	...	9	...	...	5,1	1	...	3,1	8	10,0
	Budget .	...	1,2	...	...	5,7	1	...	4,0	8	11,8
	Revised . 1897-98	...	9	...	...	5,1	1	...	3,3	8	10,2
	Accounts .	...	9	...	...	5,2	1	...	3,0	8	10,0
District Charges	Accounts . 1896-97	6	3,6	3,1	2,8	80,1	21,2	12,3	78,1	29,0	230,8
	Budget .	6	3,7	3,7	3,1	81,6	21,8	11,0	82,0	29,2	236,7
	Revised . 1897-98	6	3,9	3,6	3,0	82,4	21,1	13,4	79,2	28,4	235,6
	Accounts .	6	3,9	3,3	2,9	85,6	20,9	12,9	80,0	27,8	237,9
Total	Accounts . 1896-97	4	4,5	3,1	2,8	85,2	21,3	12,3	81,2	29,8	240,8
	Budget .	6	4,9	3,7	3,1	87,3	21,9	11,0	86,0	30,0	248,5
	Revised . 1897-98	6	4,8	3,6	3,0	87,5	21,7	13,4	82,5	29,2	245,8
	Accounts .	6	4,8	3,3	2,9	90,8	21,0	12,9	83,0	28,6	247,9
Excess over Budget Grant	Imperial	...	...	...	...	1,8	...	9	...	...	2,7
	Provincial	...	...	...	...	1,7	...	1,0	...	...	2,7
Excess sanctioned by Local Government											
" awaiting sanction of the	Imperial	...	...	...	...	1,2	...	...	...	...	1,2
	Imperial Government	...	...	...	...	1,8	...	9	...	...	2,7
" Imperial Government	Provincial	...	...	...	...	...	...	1,0	...	...	1,0
Extra charges due to Famine											
		...	1	...	...	1,6	...	...	1	1	1,9

80. The charges were less than the Budget Estimate by 6, and exceeded those of the previous year by 7,1. The saving, as compared with the Budget, was the result of excesses in Bengal (4,5) and Punjab (1,9), and savings in all the other Provinces, chiefly in the North-Western Provinces (9), Madras (3,0), and Bombay (1,4). The above excesses were, in both Provinces, due to the expansion of the operation of the department, to which cause the excess over the actuals of the previous year was also due. The saving in the North-Western Provinces occurred under commission to Sub-Registrars. In Madras the saving under the first head was due to the abandonment of the scheme for the revision of the Registration Manual, and to less travelling and contingent charges, and under the second head it was due to an over-estimate (3,1), counterbalanced by increased payment of commission and salaries due to the larger receipts in consequence of famine, and to the grant of privilege leave respectively (1,1), and in Bombay the saving was due to a falling off of revenue.



## Section B.—INTEREST.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,082,6	RECEIPTS . . . . .	841,3	868,9	872,2

81. The receipts in this section show an excess of 30.9 over the Budget Estimate, and a falling off of 210.4 as compared with the actuals of the previous year. Of the improvement, as compared with the Budget, 7.7 occurred in India, and was due to an increase of 3.3 on account of *Interest on Loans to Municipal and other Public Corporations*, and of 4.1 under *Other Items* on account of interest on arrears of Revenue and special advances to the Banks of Bengal and Bombay. The increase of 15.2 in England, excluding exchange, was due to the investment of the cash balance at a higher rate of interest during a portion of the year.

82. The decrease of 210.4 as compared with the actuals of the previous year was chiefly due to the adjustment of the premium on loans in India in 1896-97, and to the larger investment of cash balance at a higher rate of interest during that year in England.

## XII.—Interest.

		India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Panjab.	Mad- ras.	Bom- bay.	TOTAL.
On Loans to Native States.	Accounts . 1896-97 .	2	...	...	...	...	...	...	...	...	2
	Budget .	4	...	...	...	4.2	...	...	...	...	4.6
	Revised . 1897-98 .	5	...	...	...	5.6	...	...	...	...	6.1
	Accounts .	5	...	...	...	2.4	...	...	...	...	2.9
To Presidency Cor- porations.	Accounts . 1896-97 .	...	...	...	...	157.2	...	...	26.9	137.0	322.0
	Budget .	...	...	...	...	155.2	...	...	28.2	137.6	321.0
	Revised . 1897-98 .	...	...	...	...	155.2	...	...	28.1	137.6	320.9
	Accounts .	...	...	...	...	155.2	...	...	28.2	137.5	320.9
To Municipal and other Public Corpo- rations.	Accounts . 1896-97 .	13.5	3.9	1.4	1	12.4	31.6	14.2	4.0	14.5	95.6(a)
	Budget .	8.5	4.3	1.2	...	14.0	34.5	15.5	4.0	14.5	96.5
	Revised . 1897-98 .	10.0	4.2	1.1	...	10.8	34.5	15.0	5.5	15.1	96.2
	Accounts .	10.0	4.2	1.1	...	13.9	34.7	15.9	5.4	14.6	99.8
To Landholders and other Notabilities.	Accounts . 1896-97 .	4	...	...	...	3.1	1	6	1	2	4.3
	Budget .	3	...	...	...	3.0	1	5	...	1	4.0
	Revised . 1897-98 .	7	...	...	...	3.0	1	5	...	3	4.6
	Accounts .	8	...	...	...	2.9	1	5	...	1.2	5.5
On Advances to Cui- tivators and Ad- vances under Special Laws.	Accounts . 1896-97 .	1.0	4.3	2.7	...	4.3	3.8	8.9	11.7	10.0	45.7
	Budget .	1.3	6.0	2.3	...	11.4	5.8	10.6	13.7	14.1	65.2
	Revised . 1897-98 .	1.0	5.3	3.0	...	13.1	10.3	10.1	14.0	15.1	72.9
	Accounts .	8	3.6	2.9	...	11.0	11.2	9.3	11.6	15.3	65.7
On Currency Invest- ment.	Accounts . 1896-97 .	285.6	...	...	...	...	...	...	...	...	285.6
	Budget .	298.4	...	...	...	...	...	...	...	...	298.4
	Revised . 1897-98 .	298.4	...	...	...	...	...	...	...	...	298.4
	Accounts .	298.4	...	...	...	...	...	...	...	...	298.4
On Securities of Provincial Funds.	Accounts . 1896-97 .	...	4	...	...	1.4	1.9	1	4.3	6.1	14.2
	Budget .	...	4	...	1	1.3	2.3	1	4.3	5.9	14.4
	Revised . 1897-98 .	...	4	...	1	1.5	2.3	1	4.6	5.9	14.8
	Accounts .	...	4	...	1	1.5	2.2	1	4.8	6.0	15.1
On Overdrawn Capital of Rail- way Companies in India.	Accounts . 1896-97 .	13.4	...	...	...	...	...	...	...	...	13.4
	Budget .	12.1	...	...	...	...	...	...	...	...	12.1
	Revised . 1897-98 .	15.7	...	...	...	...	...	...	...	...	15.7
	Accounts .	10.5	...	...	...	...	...	...	...	...	10.5
Other Items .	Accounts . 1896-97 .	113.1	...	...	1	9.8	1	1	2.1	3	130.6
	Budget .	6	...	...	1	8.4	1	...	2.2	4	11.8
	Revised . 1897-98 .	4	...	...	1	8.5	1	...	2.3	9	12.8
	Accounts .	1.0	...	...	...	9.9	1	1	3.8	1.0	15.9
TOTAL	Accounts . 1896-97 .	432.2	8.6	4.1	2	188.2	37.5	23.9	40.1	169.0	922.8
	Budget .	326.6	10.7	3.5	2	107.5	42.5	26.7	52.4	172.0	833.0
	Revised . 1897-98 .	326.7	9.9	4.1	2	197.7	47.3	25.7	54.9	175.9	842.1
	Accounts .	328.0	8.2	4.0	1	190.8	48.3	25.9	53.8	175.6	840.7

(a) 1.0 on account of Interest on advances to Sikdar Cavalry Regiment was transferred to this head from Other Items.



## Section B.—INTEREST—continued.

## XII.—Interest—continued.

		Ster- ling.	Ex- change.	TOTAL.		
England—Invest- ment of Cash Bal- ances, etc.	Accounts . 1896-97 .	102,2	67,6	169,8	} Total, including England .	1,082,6
	Budget .	5,0	3,3	8,3		841,3
	Revised .	17,0	22,5	26,5		868,9
	Accounts . 1897-98 .	20,2	11,3	31,5		872,2

83. As explained in previous reports, the receipts under this head in India arise from the Paper Currency Investment and from loans granted by Government to Municipalities and other public bodies, Native States and cultivators. No alteration has been made in the Paper Currency investment during the year. The interest on the investment of the nominal value of 2,048,7 made during 1896-97 did not become due till 30th June 1897, as explained in last year's report, thus increasing the interest realized and credited in the year under report. The following statement shows the balances of the different kinds of loans during the last five years:—Owing to the amalgamation of Upper and Lower Burma, the balances of loan under Mofussil Municipalities (5,1) and under Advances to Cultivators (29,8) in Upper Burma on 31st March 1897 have been transferred from Imperial to Provincial Advance and Loan Account, hence the reduction in the balances under these loans in the Imperial section of the statement on the 31st March 1898:

	31st March 1896.	31st March 1895.	31st March 1896.	31st March 1897.	31st March 1898.
<b>IMPERIAL ADVANCES AND LOAN ACCOUNT.</b>					
Native States . . . . .	51.4	44.7	66.5	69.5	73.2
Presidency Corporations, including Port Trusts . . . . .	7,855.4	7,777.9	7,762.3	7,720.1	7,669.9
Mofussil Municipalities . . . . .	43.6	48.4	45.3	41.2	36.1
Landholders and others . . . . .	87.1	75.6	75.4	74.7	74.9
District and Local Fund Committees . . . . .	67.6	87.1	166.7	172.2	173.8
Advances to Cultivators . . . . .	86.5	61.0	51.3	56.7	26.6
<b>TOTAL . . . . .</b>	<b>8,191.6</b>	<b>8,094.9</b>	<b>8,169.3</b>	<b>8,134.4</b>	<b>8,054.5</b>
<b>PROVINCIAL ADVANCES AND LOAN ACCOUNT.</b>					
Mofussil Municipalities . . . . .	1,350.0	1,581.0	1,776.9	1,802.6	1,892.4
Port Funds . . . . .	233.1	226.9	220.4	218.1	213.1
District and Local Fund Committees . . . . .	67.1	72.1	82.6	87.2	77.6
Landholders and others . . . . .	85.2	79.2	33.6	37.0	46.9
Advances under Special Laws . . . . .	221.4	213.3	200.6	186.9	225.0
Advances to Cultivators . . . . .	878.7	934.2	956.7	1,768.5	2,233.8
<b>TOTAL . . . . .</b>	<b>2,835.5</b>	<b>3,106.7</b>	<b>3,270.8</b>	<b>4,100.3</b>	<b>4,688.8</b>
<b>GRAND TOTAL . . . . .</b>	<b>11,027.1</b>	<b>11,201.6</b>	<b>11,440.1</b>	<b>12,234.7</b>	<b>12,743.3</b>
Interest received . . . . .	492.8	415.8	481.6	468.0	493.4
Percentage reckoned on balance at end of year . . . . .	4.469	3.712	4.209	3.825	3.972

84. The interest paid in 1897-98 by the Local Governments to the Government of India on account of the loans held on the Provincial account amounted to 154.4, while the actual sum realised by them and credited to Provincial revenues amounted in the aggregate to 156.6. The fluctuations under the different heads are explained below.

85. Under *Interest on Loans to Native States* the receipts in India, which were on account of loans granted to Baoni States, the Maharaja of Ajaigarh and the Sultan of Muskat closely agree with the Budget Estimate. In Bengal the payment of interest, both current and arrear, on the Cooch Behar State Railway loan was deferred till 1901-1902, under orders of the Government of Bengal, No. 1829-P., dated 29th July 1898.

86. Under *Presidency Corporations* the short receipt of 2.0 in Bengal, in comparison with the actuals of the previous year, was due to the reduction of the outstanding balances of the loans to the Calcutta Municipality and the Port Trust. In Madras the increase was due to the further loan of 45.5 taken by the Harbour Trust Board in 1895-96.

87. Under *Interest on Loans to Municipal and other Public Corporations*, the increase in India was 1.5 on account of interest on advances in the Military Department, for which short provision was



Section B.—INTEREST—*continued*.XII.—Interest—*continued*.

made in the Budget Estimate. In the North-Western Provinces the excess (3.1) over the previous year's actuals was due to the low receipts of that year. The increase in Madras was the result of the grant of fresh loans.

88. Under *Interest on Loans to Landholders and other Notabilities* the excess in India was due to under-estimate. The variations in Bombay over Budget and actuals of the previous year were due to the special receipt of 9 from the Jath State on account of interest on loans granted to it during the year, for which no provision was made in the original Estimate.

89. *Interest on Advances to Cultivators*.—The small receipt in India, as compared with the Budget, was due to the repayment of advances. In the Central Provinces the receipts fell below the Budget and the actuals of the previous year owing chiefly to the prevailing scarcity, in consequence of which the cultivators were unable to meet their liabilities. In Burma and the North-Western Provinces the increase, both over the Budget and the actuals of the previous year, was due to unexpected recoveries. In Bengal the receipts from cultivators fell off by 1.7 as compared with the Budget, owing to scarcity. This decrease was partly counterbalanced by increased receipts of 1.3 on account of the Rajapur Drainage Scheme. The interest on additional investment made in 1896-97 enhanced the receipts under *Interest on Currency Investments* as explained above.

90. The variation under *Interest on Securities of Provincial Funds* in Madras was due to investment made during the year. The decrease under *Interest on Overdrawn Capital of Railway Companies* was due to smaller recoveries from the Assam-Bengal Railway, and to no adjustment having been made on account of interest payable by the Guaranteed Railways. Under *Other Items* the receipts in India and in Bombay in 1897-98 included interest on some special advances to the Banks of Bengal and Bombay. The high figure of 1896-97 was due, as explained in last year's Report, to the premium of 124.2 on the 3 per cent. loan of 1896-97, reduced by commission (6.2) on  $3\frac{1}{2}$  per cent. loans transferred to that loan. The increase in Bengal and Madras was chiefly due to receipts on account of interest on arrears of revenues.

91. In England the increase was due to the investment of cash balance at a higher rate of interest than was estimated for a portion of the year.



## Section B.—INTEREST.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,453,9	EXPENDITURE . . . . .	3,550,0	3,499,2	3,472,3

92. The total charges in this section showed a saving of 77,7 as compared with the Budget Estimate, and excess of 18,4 over the actuals of the previous years. As regards the former, exchange accounts for a decrease of 172,5. The increase of 94,8 under the other heads was mainly due to the payments in England (117,8) and India (50,5) on account of discount on the loans raised during the year, and to larger payments of interest in England on India Bills (63,1), counterbalanced by reduced transfer to Railway, etc., Interest (20,5), owing to reduction in Railway Capital expenditure incurred during the year, to smaller payments of interest on loans (109,1), and 23,8 in payment of interest on Savings Bank Deposits.

93. As compared with the previous year, the excess was due chiefly to the adjustments in 1897-98 of interest due to the Uncovenanted Service Family Pension Fund for 1895-97, as was explained in previous year's report, and the payment of discount on the loans raised both in India and in England, counterbalanced by the savings caused partly by the rise in the rate of exchange and partly by the transfer of a larger portion of interest charges in India to Railway Revenue Account and Irrigation Works, in consequence of the increase in the total capital expenditure on State Railways and Irrigation Works.

## 13.—Interest on Ordinary Debt.

94. Before proceeding to examine the interest charges in detail, it is usual to exhibit the amount of loans raised or discharged during the year, and the following figures supply the necessary particulars for 1896-97 and 1897-98:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
PERMANENT DEBT.				
INDIA—				
6,048,7	Debt incurred . . . . .	4,000,0	3,000,0	3,000,1
722,6	Debt discharged . . . . .	575,1	429,5	419,5
+5,326,1	NET IN INDIA . . . . .	+3,424,9	+2,570,5	2,580,6
ENGLAND—				
Debt incurred—				
2,400,0	India Stock . . . . .	3,500,0	3,500,0	3,500,0
2,400,0	TOTAL INCURRED . . . . .	3,500,0	3,500,0	3,900,0
Debt discharged—				
5,2	At 4 per cent. . . . .	...	2,7	2,8
2,000,0	At 3½ per cent. Debentures . . . . .	...	...	...
313,7	South Indian Railway Debentures . . . . .	...	...	...
2,318,9	TOTAL DISCHARGED . . . . .	...	2,7	2,8
+81,1	NET IN ENGLAND . . . . .	+3,500,0	+3,497,3	+3,497,2*
+5,407,2	NET IN INDIA AND ENGLAND . . . . .	+6,924,9	+6,067,8	+6,077,8
TEMPORARY DEBT.				
ENGLAND—				
1,500,0	Temporary Loans Incurred . . . . .	2,000,0	6,000,0	6,000,0
2,500,0	Temporary Loans Discharged . . . . .	1,000,0	1,000,0	1,000,0
-1,000,0		+1,000,0	+5,000,0	+5,000,0

\* The above amounts are exclusive of 105,8 cancelled, comprising 95,0 charged to Railways on account of Sinking Fund of the East Indian, Eastern Bengal, and Sind, Punjab and Delhi Railways, and 10,8 charged to Discount Sinking Fund.

95. The Budget in India provided for a public loan of 4,000,0. Subsequently the Secretary State reduced the amount of the loan to 3,000,0, and this sum was raised in August at 3½ per cent.



## Section B.—INTEREST—continued.

## 13.—Interest on Ordinary Debt—continued.

an average rate of Rs8-5-3 per cent. Of the balance of the loans previously advertised for discharge 299,3 were paid, consisting of 8,0, 99,1, and 192,2 on account of 4½, 4, and 3½ per cent. loans, respectively, besides a payment of 2 on account of 4 per cent. India Stock notes. Of the loans bearing interest 120,0 was paid on account of Gwalior loan in accordance with the terms of the agreement with the Durbar under which the loan was originally taken.

96. In England 3,500,0 India 2½ per cent. stock was issued as provided for in the Budget Estimate. In the Budget 2,000,0 was provided for temporary loans on the Security of India Bills, of which the sum of 1,000,0 was required to pay off an equal amount of the temporary loans outstanding on 31st March 1897; but in consequence of suspension of drawing of the India Bills, it was necessary to enhance the amount to 6,000,0.

97. The total interest on debt paid in India and in England is shown below:—

1896-97. Accounts.	Rate.	DEBT IN INDIA ON 31ST MARCH 1897.	Principal.	Interest due.	Budget.	1897-98. Revised.	Accounts.
46,5	4½	.	1,022,3	46,4	46,0	46,0	46,2
315,0	4	.	5,230,0	209,2	210,2	210,2	200,8
3,390,2	3½	.	90,918,6	3,182,2	3,280,0	3,192,5	3,184,0
42,9	3	.	10,954,8	328,6	327,0	328,6	307,6
4,8	Provincial Debentures	.	85,5	3,4	5,0	4,0	4,1
3,699,4	TOTAL		108,211,2	3,769,8	3,868,2	3,781,3	3,742,7
54,0	Interest on Loans in course of discharge		.	.	10,0	25,0	26,4
...	Discount on Loans and Miscellaneous		.	.	...	50,7	50,6
3,753,4	TOTAL INTEREST PAID IN INDIA		.	.	3,878,2	3,857,0	3,819,7
3,825,2	England	.	.	.	3,907,7	4,069,2	4,069,1
2,527,8	Exchange	.	.	.	2,579,2	2,278,8	2,291,5
6,353,0	TOTAL INTEREST PAID IN ENGLAND		.	.	6,486,9	6,348,0	6,360,6
10,106,4	GRAND TOTAL		.	.	10,365,1	10,205,0	10,180,3

98. This total amount was divided between interest on Ordinary Debt and interest on Debt for Railways and Irrigation as shown below:—

1896-97. Accounts.	Interest on Ordinary Debt—	Budget.	1897-98. Revised.	Accounts.
—1,373,5	India	—1,505,6	—1,510,4	—1,543,6
2,630,7	England	2,717,8	2,879,3	2,879,2
1,738,5	Exchange	1,793,8	1,612,4	1,621,4
2,995,7		3,006,0	2,981,3	2,957,0
	Interest on Debt for Railways and Irrigation Works—			
5,126,9	India	5,383,8	5,367,4	5,363,3
1,194,5	England	1,189,9	1,189,9	1,189,9
789,3	Exchange	785,4	666,4	670,1
7,110,7		7,359,1	7,223,7	7,223,3
10,106,4		10,365,1	10,205,0	10,180,3

99. The payment in India was less than the Budget Estimate by 58,5. The decrease chiefly occurred in payment of interest on the 3½ per cent. loans. The figure under discount on loans represents discount on the new loan of 1897-98, for which no provision was made in the Budget, as, at the time of framing the Estimate, the price of paper ruled high. In England the increase over the Budget Estimate consists of 117,8 on account of the discount on the issue of 3,500,0 India 2½ per cent. stock, 60,1 in interest on India Bills, counterbalanced by a decrease of 6,7 in interest on India 2½ per cent. stock, and 10,0 for interest on temporary loans from the Bank of England which were not required. The decrease in exchange, compared with the Budget Estimate and with the actuals of the previous year, was due to the more favourable rate of exchange obtained during the year. The large reduction in India under Ordinary Debt was due to a saving (58,5) in the payment of interest on loans, partly reduced by a smaller transfer (20,5) to interest on Railway and Irrigation Works consequent on a reduction in the Capital Expenditure, chiefly on Railways. The payment of discount both in India and England mainly explains the excess over the previous year.

100. The excess in the amounts chargeable under this head to the Central Provinces (7), Bengal (1,2), Madras (3,3), and Bombay (4,0) have all, with the exception of 1 in Bengal, been sanctioned by the Local Governments.



Section B.—INTEREST—concluded.  
14.—Interest on other Obligations.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.
On Special Loans	Accounts .	1896-97 .	5.1	...	...	...	...	70.4	...	...	9.7	85.2
	Budget .		5.2	...	...	...	...	71.0	1	...	10.1	86.4
	Revised .	1897-98 .	5.2	...	...	...	...	71.0	1	...	10.5	86.8
	Accounts .		4.6	...	...	...	...	70.2	1	...	9.6	84.5
Treasury Notes and Service Funds	Accounts .	1896-97 .	2.2	...	...	...	...	...	...	1.6	0.1	12.9
	Budget .		81.7	...	...	...	...	...	...	2.1	0.8	93.6
	Revised .	1897-98 .	81.0	...	...	...	...	...	...	1.4	0.2	91.6
	Accounts .		80.8	...	...	...	...	...	...	1.4	0.4	91.6
Savings Bank De- posits	Accounts .	1896-97 .	329.4	2	1.7	...	4.0	2.6	11.3	3	2.5	339.0
	Budget .		333.9	2	...	...	3.5	3.1	12.4	2	2.0	355.3
	Revised .	1897-98 .	304.0	2	1.5	...	4.1	2.7	12.1	3	1.9	331.8
	Accounts .		308.7	2	1.4	...	4.2	2.7	12.1	4	1.8	331.3
Miscellaneous	Accounts .	1896-97 .	3.2	...	...	...	3.1	...	4	4	8	7.9
	Budget .		3.7	...	...	...	2.8	...	5	5	9	8.4
	Revised .	1897-98 .	2.9	...	...	...	2.8	...	4	5	9	7.5
	Accounts .		3.0	...	...	...	3.0	...	7	3	6	7.6
Total	Accounts .	1896-97 .	339.9	2	1.7	...	7.1	73.0	11.7	2.3	22.1	458.0
	Budget .		424.5	2	...	...	6.3	74.1	13.0	2.8	22.8	543.7
	Revised .	1897-98 .	308.1	2	1.5	...	6.9	73.7	12.6	2.2	22.5	517.7
	Accounts .		307.1	2	1.4	...	7.2	72.9	12.9	2.1	21.4	515.2
England	Accounts .	1896-97 .	1	1	2	Total, including England						453.1
	Budget .		2	1	3							544.0
	Revised .	1897-98 .	1	1	2							517.9
	Accounts .		1	...	1							515.3

101. The expenditure in India was less than the Budget Estimate by 28.5, and more than the actuals of the previous year by 57.2. The savings, as compared with the Budget, occurred chiefly under Savings Bank Deposits in India on account of interest on Post Office Savings Bank Deposits (24.6) in consequence of larger withdrawals than were anticipated, of 1.0 in the interest on Regimental Savings Bank Deposits, and of 5 on other accounts. These savings were partly counterbalanced by increases of 1.6 under State Railway Provident Institutions and 7 under Civil Engineers' Provident Fund. Under *Special Loans* the decrease of 6 in India was in the annuities on account of 8 per cent. Madras Perpetual Loans, and that of 8 in North-Western Provinces was on account of lapses and undrawn arrear of Wasika pension. The saving in Bombay was caused by the transfer of some endowment funds to the hands of Trustees. The decrease under *Miscellaneous* was chiefly on account of interest on the balances of Railway Funds. The increase, as compared with the actuals of the previous year, occurred under *Treasury Notes and Service Funds*, and was on account of adjustment during 1897-98 of interest due to the Uncovenanted Service Family Pension Fund for 1896-97, as explained in last year's Report.

102. Out of the excess of 9 in Bengal, 5 have been sanctioned by the Local Government by re-appropriation, and the remaining 4, together with 1.4 in Burma and 2 in Punjab (which arose mostly in connection with the interest on the Deposits in State Railway Provident Institutions), still await sanction.

103. The usual details of the interest on Treasury Notes and Service Funds and Savings Bank deposits are noted below:—

*Interest on Treasury Notes and Service Funds.*

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
...	Bengal Uncovenanted Fund	79.7	78.8	78.8
9.1	Bombay " "	9.8	9.2	9.4
3.8	Other Funds " " "	4.1	3.6	3.4
12.9	Total	93.6	91.6	91.6

*Interest on Savings Bank Deposits.*

301.3	Post Office Savings Banks	305.0	281.3	280.4
6	Presidency Savings Banks	...	...	...
26.2	State Railway Provident Institutions	26.0	27.5	27.6
12.1	Civil Engineers' Provident Fund	12.8	13.4	13.5
6.3	Regimental Savings Banks	6.2	5.1	5.2
5.5	Other Accounts	5.3	4.6	4.8
352.0	Total	355.3	331.8	331.3



## Section C.—POST OFFICE, TELEGRAPH, AND MINT.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,011.6	RECEIPTS . . . . .	2,382.8	3,348.3	3,370.6
8,711.7	EXPENDITURE . . . . .	2,891.2	2,878.0	2,869.5
+ 299.9	NET . . . . .	+ 91.6	+ 470.3	+ 501.1
+ 80.4	POST OFFICE (NET) . . . . .	+ 78.0	+ 131.9	+ 149.7
+ 124.7	TELEGRAPH (NET) . . . . .	— 7	+ 252.8	+ 257.8
+ 94.8	MINT (NET) . . . . .	+ 14.3	+ 85.6	+ 93.6

104. The net receipt in this section exceeded the Budget Estimate by 409.5 and the actuals of the previous year by 201.2. The largest improvement occurred in the net receipts of the Telegraph Department, and was mainly due to the abnormally large increase in message traffic owing to the Military operations on the North-West Frontier, the famine, plague and the earthquake of June 1897 in Assam.

105. Under Post Office the growth of revenue from the sale of Postage Stamps and Money Order Receipts was much above the normal, but the improvement was partly counter-balanced by an increase (11.0) in the adjustments of exchange on the sterling payments to English, Colonial and other Foreign Post Offices.

106. The gradual improvement in the net results of the transactions of the Postal Department for the last five years is shown by the following figures:—

	Net Receipts.
1893-94 . . . . .	3.8
1894-95 . . . . .	25.5
1895-96 . . . . .	69.7
1896-97 . . . . .	80.4
1897-98 . . . . .	149.7

107. The improvement in the net receipts of the Mint over the Budget Estimate was chiefly due to an exceptionally large dollar coinage for the Straits Settlements and to the recoinage of large amounts of Kashmir and Bhopali rupees.

## Section C.—POST OFFICE, TELEGRAPH, AND MINT—RECEIPTS.

## XIII.—Post Office.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
161.1	Parcel and other Postage collected in cash . . . . .	163.0	160.0	161.4
1,052.3	SALE OF POSTAGE STAMPS—			
259.3	Ordinary . . . . .	1,083.0	1,107.0	1,113.0
	Service . . . . .	256.0	279.0	266.4
1,311.6		1,339.0	1,386.0	1,379.4
27.1	Deduct—Payments to English, Colonial, and other Foreign Post Offices . . . . .	18.5	36.5	29.5
1,284.5		1,320.5	1,349.5	1,349.9
34.6	MAIL CART, PARCEL VAN, PASSENGER AND GOODS SERVICE . . . . .	34.5	35.0	35.6
284.9	MONEY ORDER RECEIPTS . . . . .	290.5	305.0	312.4
8.6	OTHER RECEIPTS . . . . .	9.9	9.9	9.9
1,773.7	TOTAL . . . . .	1,818.4	1,859.4	1,869.1



## Section C.—POST OFFICE, TELEGRAPH, AND MINT—RECEIPTS—continued.

## XIII.—Post Office—continued.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	DISTRICT POST COLLECTIONS—			
1.5	Central Provinces . . . . .	1.4	1.6	1.2
2.1	Bengal . . . . .	1.6	2.3	2.4
6.2	Punjab . . . . .	5.9	6.2	6.4
9.8	TOTAL . . . . .	8.9	10.1	10.0
1,783.5	GRAND TOTAL . . . . .	1,827.3	1,869.5	1,879.2

198. The total revenue exceeded the Budget Estimate by 51.9 and the actuals of the previous year by 95.7. The increase over the Budget occurred chiefly under *Sale of Ordinary Stamps* (30.0), *Sale of Service Stamps* (10.4), and *Money Order Receipts* (21.9), and was due to the growth of the operations of the department being much above the normal, in consequence of the famine, plague, and the Military Operations on the North-West Frontier. This improvement was partly counterbalanced by the enhanced deduction under *Payments to English, Colonial and other Foreign Post Offices* (11.0), owing to the adjustment of exchange on the sterling payments to the London Post Office for the exchange of letters and parcels, and to the payments of arrears to certain colonial and other post offices. There was a small improvement of 1.1 under *Mail Cart, Parcel Van, Passenger and Goods Service*, due to the extension of traffic on the Simla-Kalka line, but this increase was more than covered by a decrease of 1.6 under *Parcel and other Postage collected in Cash*, chiefly owing to a reduction in the amount of postage taxed on unpaid and insufficiently paid covers, and the introduction of the system of "registered" newspapers under which postage fees on these publications are realized in stamps.

199. As compared with the previous year, the improvement which occurred under all the heads was chiefly due to the famine and the Military Operations on the North-West Frontier, and to a small extent to the plague.

## XIV.—Telegraph.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	INDIAN TELEGRAPHS—			
	Message Revenue—			
416.2	Sale of Stamps deducting Refunds, etc. . . . .	438.0	457.3	449.7
33.7	Receipts from other Administrations . . . . .	37.0	40.0	44.2
242.8	Other Receipts by Cash, Postage Stamps and Book Transfer . . . . .	250.9	412.7	418.6
692.7		725.9	910.0	912.5
	Other Revenue—			
157.6	Rent of Wires and Instruments leased to Railways and Canals . . . . .	146.5	146.5	142.4
16.0	Rent of Local and Private Lines . . . . .	17.0	17.0	17.8
1.7	Royalty from Telephone Companies . . . . .	1.7	1.8	1.8
5.9	Recoveries from Guarantors . . . . .	6.0	1.4	1.7
3.2	Miscellaneous Revenue . . . . .	2.9	3.7	2.0
184.4		174.1	170.4	173.6
877.1	TOTAL INDIAN TELEGRAPHS . . . . .	900.0	1,080.4	1,086.1
188.1	INDO-EUROPEAN TELEGRAPHS . . . . .	181.0	210.1	215.7
1,065.2	TOTAL INDIA . . . . .	1,081.0	1,300.5	1,301.8
3.8	ENGLAND . . . . .	4.2	4.2	4.2
2.5	EXCHANGE . . . . .	2.8	2.3	2.3
1,071.5	GRAND TOTAL . . . . .	1,088.0	1,307.0	1,309.3



## Section C.—POST OFFICE, TELEGRAPH, AND MINT—RECEIPTS—continued.

## XIV.—Telegraph—continued.

## Indian Telegraphs.

120. The increase over the receipts of the previous year was derived principally from State messages; the number of such messages increased from 608,612 in 1896-97 to 870,278 in 1897-98, owing chiefly to the Military Operations on the North-West Frontier. The famine, plague and the earthquake in Assam also contributed to some extent to the abnormal increase in State messages. There was besides an increase in receipts from private traffic, which, during a part of the year 1897-98, was stimulated by speculations in grain, silver, and gold, while the earthquake in June 1897 and the Military Operations on the frontier caused an increase in private telegrams. Plague and famine interfered in some places with trade and affected the receipts. The number of private messages increased from 4,468,972 in 1896-97 to 4,842,949 in 1897-98. The decrease of 9.2 in the *Rent of Wires and Instruments leased to Railways and Canals* was due to the reduction in rate sanctioned by the Government of India in Public Works Department letter No. 183T., dated 10th August 1896. The increase over the Budget Estimate was due to the causes stated above.

## Indo-European Telegraphs.

121. The increase was due to the message traffic transferred from the Indian Telegraph Department having been larger than in the previous year and than that provided for in the Budget Estimate. The falling off as compared with the Revised Estimate, was due to an interruption in the Teheran route in February 1898.

## XV.—Mint.

1896-97. Accounts.		Budget.	1897-98. Revised.	Actuals.
14.6	Seignorage on Silver . . . . .	11.3	50.0	48.7
137.6	Gain on Copper Coinage . . . . .	50.0	40.0	42.6
	Other Receipts—			
2.0	Calcutta . . . . .	4.2	21.8	23.0
2.4	Bombay . . . . .	2.0	60.0	67.8
156.6	Total . . . . .	67.5	171.8	182.1

122. The revenue under this head showed an increase of 114.6 over the Budget Estimate and of 25.5 over the actuals of the preceding year. The greater portion of the improvement in comparison with both the Budget and actuals of the previous year occurred in Bombay under *Seignorage on Silver* and *Other Receipts*. The increase under the former was due to an exceptionally large dollar coinage for the Straits Settlements to replace Japanese silver coins, and that under the latter partly to the same cause, but chiefly to the re-coinage carried out for the Kashmir and Bhopal Durbars.

123. The decrease under *Gain on Copper Coinage* was due to the unprecedentedly large absorption of copper coin in connection with famine relief works in the previous year.

124. The increase under *Other Receipts* in Calcutta was due mainly to the re-coinage of Bhopali rupees and the coinage of cents for the Straits Settlements.



## Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDITURE.

## 15.—Post Office.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
68.8	CHIEF OFFICE, CALCUTTA . . . . .	71.5	69.4	68.8
824.1	PRESIDENCY AND DISTRICT OFFICES . . . . .	918.1	903.8	904.0
	CONVEYANCE OF MAILS—			
113.2	Road Establishment and Con- tingencies . . . . .	120.5	121.6	120.7
107.4	Railway Charges . . . . .	118.0	118.8	117.2
69.7	Mail Cart, Parcel Van, Passenger and Goods Service, Establishment and Charges . . . . .	66.4	67.9	64.9
3.0	Other Charges . . . . .	3.4	3.6	3.6
293.3		308.3	311.9	306.4
16.3	DISCOUNT ON SALE OF POSTAGE			
67.8	STAMPS . . . . .	17.3	17.3	17.3
54.1	SUBSIDIES . . . . .	63.7	63.7	63.3
3.9	STATIONERY AND PRINTING . . . . .	61.8	60.3	62.7
	MISCELLANEOUS . . . . .	3.0	3.7	3.4
1,388.3	TOTAL . . . . .	1,443.7	1,430.1	1,425.9
	DISTRICT POST CHARGES—			
3.4	India . . . . .	3.5	3.5	3.5
7.1	Central Provinces . . . . .	7.3	8.0	7.9
16.0	Burma . . . . .	16.2	16.7	16.5
4.6	Assam . . . . .	4.8	4.8	4.8
36.4	Bengal . . . . .	36.5	40.0	40.3
19.4	N.-W. Provinces and Oudh . . . . .	19.1	19.8	19.6
22.5	Punjab . . . . .	22.5	22.2	22.1
10.1	Madras . . . . .	10.7	10.7	10.7
18.2	Bombay . . . . .	10.9	11.0	10.7
129.7		131.5	136.7	136.2
1,518.0	TOTAL . . . . .	1,575.2	1,566.8	1,562.0
	ENGLAND—			
60.6	Payments to the English Post Office . . . . .	60.0	62.5	59.6
50.9	Stores . . . . .	44.9	47.0	47.6
111.5		104.9	109.5	107.2
73.6	EXCHANGE . . . . .	69.2	61.3	60.3
1,703.1	GRAND TOTAL . . . . .	1,749.3	1,737.6	1,729.5

115. The expenditure in India was less than the Budget Estimate by 13.2, but exceeded the actuals of the previous year by 44.0.

116. The saving (2.7) under *Chief Office, Calcutta*, as compared with the Budget, was due to leave arrangements and to a reduction in the number of Superintendents attached to the Director General's Office (7), to less exchange compensation allowance and bill journey charges (6), to savings in establishment charges in consequence of leaves and temporary vacancies (1,2), and to less charges for purchase and repair of furniture and petty contingencies (3). Under *Presidency and District Offices* the saving of 14.1 was due chiefly to the provision for revision of establishment not having been fully utilized (12.3), to leave arrangements and temporary vacancies in Post Office establishments (3.3), to gain in working of combined offices (2.7); to smaller charges for salaries of officers due to leave and deputations (1.0), to less exchange compensation allowance (6), and to savings under contingencies due chiefly to excessive provision (3.7), partly counterbalanced by larger payments of compensation for dearness of provisions (10.2), and to increased salary charges due to the entertainment of 9 additional Inspectors and privilege leave arrangements (1.3). The excess under this head over the actuals of the previous year (19.9) was due partly to the normal expansion of the Post Office establishment (13.2), and partly to higher payment of grain compensation allowances (8.8), counterbalanced to the extent of 2.0 by savings under salary charges. Under *Road Establishment and Contingencies* the excess of 2 was the chief result of excess payments for grain compensation allowance (3.9), and for extra despatch of letters (7), due to insufficient provision, and of savings due to an over-estimate under Rainy Season and Miscellaneous charges (2.2), and to the abolition of a number of contracts for conveyance of mails in Burma, and to the provision for



## Section C.—POST OFFICE, TELEGRAPH, AND MINT—EXPENDITURE—continued.

## 15.—Post Office—continued.

revision of mail lines not having been fully used (2,1). The excess over the actuals of the previous year under this head was due chiefly to the above causes and to the extension of runners' lines. The saving under *Railway Charges* occurred chiefly in the payments to the East Indian, Indian Midland, and South Indian Railways (6,8), partly counterbalanced by heavy payments (6,0) on account of the introduction of the special train service from the 17th September 1897. The increase over the actuals of the previous year was mainly due to the introduction of the special train service system and to higher payments to the Great Indian Peninsula and North-Western Railways in consequence of the development of the Railway Mail Service business. Under *Mail Cart, Parcel Van, Passenger and Goods Service Establishments and Charges*, the saving was due to excessive provision made with reference to the high prices of grain, for the maintenance of transport animals (8), and an over-estimate for contingent charges (6). The decrease, as compared with the previous year, was due to the high cost in 1896-97 of the maintenance of animals. The excess under *Other Charges*, both as compared with the Budget and the actuals of the previous year, was due to certain arrear payments to the P. and O. Company. The increase in the sale of ordinary stamps accounts for the excess under *Discount on Sale of Postage Stamps* as compared with the previous year. The saving under *Subsidies* was due to the termination of the contract with the India General Steam Navigation Company for the conveyance of Assam Mails (1,0), non-payment of small sums of 3, counterbalanced, to the extent of 9, by arrear payments and payments for additional services during the year. The excess of 9 under *Stationery and Printing* was due to an under-estimate for stationery, and the excess, as compared with the previous year, was due to larger supplies of stationery and more printing work done for the Department. Under *Miscellaneous* the excess of 4 was due to an under-estimate of payments for compensation for lost insured articles. The excesses under *Stationery and Printing* and *Miscellaneous* have been met by re-appropriations sanctioned by the Director General of Post Office.

117. Under *District Post Charges* the excesses in the Central Provinces, Bengal, and the North-Western Provinces were due chiefly to payments of grain compensation allowances, and the increase in Burma to the subsidy, sanctioned with effect from the 25th March 1897, for conveyance of mails between Taung-gup and Kalindaung, partly counterbalanced by a saving of 5 under establishments and contingencies. The excess in the Central Provinces has been met by an additional grant sanctioned by the Government of India, and those in Burma, Bengal, and the North-Western Provinces by re-appropriations sanctioned by the Local Governments. The extra charges due to famine are estimated at 25,8. The savings under *Exchange Compensation Allowance* are 7.

## 16.—Telegraph.

## Indian Telegraphs.

1896-97. Accounts.		Capital Account.		1897-98. Revised.		Accounts.	
			Budget.				
74.3	India	.	134.1	82.5		83.4	
57.5	England	.	103.0	91.8		92.1	
Revenue Account.							
604.9	India	.	614.4	617.5		612.2	
6.0	England	.	6.0	4.0		2.1	
742.7			857.5	793.8		797.8	
43.0	Exchange	.	71.9	53.6		54.4	
784.7	TOTAL INDIAN TELEGRAPHS		939.4	849.4		852.2	

## Indo-European Telegraphs.

70.2	India	.	71.8	67.0		66.4	
27.3	England	.	24.7	60.3		57.1	

## Red Sea and Indian Telegraph Company.

18.0	England	.	18.0	18.0		18.0	
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## Eastern Telegraph Company.

10.0	England	.	10.0	10.0		10.0	
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125.5			124.5	155.3		151.5	
36.6	Exchange	.	34.8	49.5		48.0	

162.1	TOTAL INDO-EUROPEAN TELEGRAPHS AND RED SEA AND EASTERN TELEGRAPH COMPANIES.		159.3	204.8		199.5	
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749.4	Total India	.	820.3	767.0		768.0	
118.8	.. England	.	161.7	184.1		181.3	
78.6	.. Exchange	.	106.7	103.1		102.2	

946.8	GRAND TOTAL		1,088.7	1,054.2		1,051.5	
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Section C.—POST OFFICE, TELEGRAPH, AND MINT EXPENDITURE—*continued.*46.—Telegraph—*continued.*

## Indian Telegraphs.

118. The expenditure during 1897-98 was 67.3 more than that in the previous year. The increase in the expenditure in India was due partly to a greater demand for the construction of departmental and canal lines of telegraph, and partly to increased working expenses owing to the expansion of operations of the Department. During the year 1897-98 ten new Departmental and sixty-three Postal combined offices were opened. The increase in the expenditure in England was due to larger expenditure on stores. The actual expenditure of the year fell short of the Budget Estimate, owing partly to restriction of expenditure under the orders of the Government of India, and partly to short outlay on works owing to the Railway programme of the year not having been fully worked up to. There was also a decrease in the furlough allowances paid in England, including exchange. The extra charges due to famine are estimated at 2.9. The savings under Exchange Compensation Allowance are 2.4.

## Indo-European Telegraphs.

119. The decrease in the capital expenditure was due partly to the buildings for the signalling staff at Teheran having been almost completed during 1896-97, and partly to larger issues of stores for repairs of land lines and cables in the Gulf section, while the increase under Revenue was due to an increase in the homeward traffic and in the percentage of traffic carried by the Indo-European route.

120. The increase over the Budget estimate was due to the increased payments in England in respect of revenue mentioned above.

## 17.—Mint.

1896-97. Accounts.								1897-98. Budget.	Revised.	Accounts.
	ESTABLISHMENTS—									
25.0	Calcutta	.	.	.	.	.	.	24.0	24.5	25.3
26.1	Bombay	.	.	.	.	.	.	28.3	21.9	22.3
	LOSS OF WEIGHT IN COINAGE—									
6.8	Calcutta	.	.	.	.	.	.	2.7	5.6	5.8
7.5	Bombay	.	.	.	.	.	.	2.6	15.1	15.6
	OTHER CHARGES—									
5.1	Calcutta	.	.	.	.	.	.	9.4	6.5	6.6
9	Bombay	.	.	.	.	.	.	1.0	5.0	4.9
36.9	TOTAL Calcutta	.	.	.	.	.	.	32.1	36.6	37.4
24.5	" Bombay	.	.	.	.	.	.	21.9	42.0	42.8
61.4	" India	.	.	.	.	.	.	52.0	78.6	80.2
2	" England	.	.	.	.	.	.	7	4.9	5.3
2	" Exchange	.	.	.	.	.	.	5	2.7	3.0
61.8	GRAND TOTAL							53.2	86.2	88.5

121. Under Establishment the accounts showed excess of expenditure both in Calcutta and Bombay. The excess of 1.3 in Calcutta was due to increase of expenditure of 2.1 on account of extra establishment, for which an additional grant of 2.0 was sanctioned in Financial Department No. 58-A., dated 6th January 1898, partly counterbalanced by savings of 8 under Operative establishment and under Salaries, due to the absence on furlough of the Mint and the Assay Masters. The increase of 4.0 in Bombay was chiefly due to an unusually large dollar coinage and to a large coinage of small silver in connection with the famine, which led to the entertainment of large temporary establishments and to an increase of overtime allowances. The difference in the actuals of two years was due to the reasons given above, and to the fact that the actuals of 1896-97 were low on account of absentees.

122. The increase under *Loss of Weight in Coinage*, both in Calcutta and Bombay, over the Budget and in Bombay over the accounts of the preceding year was due to the re-coinage of large amounts of Kashmir and Bhopali rupees and other uncurrent coins.

123. The increase under *Other Charges*, both in Calcutta and Bombay, was the result of heavy expenditure in the purchase of Local stores. The excess of 3.2 in Calcutta was covered by an additional grant of 3.5 sanctioned in the letter quoted above.

124. In Bombay out of the excess of 20.9 over the Budget, 9.0 were covered by additional grants sanctioned by the Government of India in their letters Nos. 4796-A. and 5049 A., dated 28th October and 16th November 1897, respectively, and 11.0 were sanctioned by re-appropriation from savings under 1.—Refunds and Drawbacks, under Government of India No. 1235-A., dated 15th March 1898.

125. The excess of 1.8 in Calcutta and 9 in Bombay require sanctions of the Government of India. The extra charges due to famine are estimated at 1. The savings in Exchange Compensation Allowance are 4.



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,678,6	RECEIPTS	1,689,2	1,703,1	1,723,5

126. The receipts in this section showed an improvement of 34,3 over the Budget Estimate, and of 44,9 over the actuals of the previous year. As compared with the Budget, there was an improvement of 60,4 under Marine, due mainly to larger recoveries on account of hire of vessels employed in conveying troops to the South Coast of Africa, Mombassa, and Suez, and to and from the Cape and Mauritius, and to larger Pilotage Receipts in Bengal; and 23,9 under Police, chiefly due to recovery from the Burma Railway Company of its share of the cost of Railway Police from 1st September 1896, and to large receipts on account of private watchmen in the town of Bombay; there were also small improvements under Medical (2,6), and Scientific and other minor Departments (3,2). These increases were partly counterbalanced by decreases of 11,9 under Law and Justice—Courts of Law, due chiefly to a change in the system of realization of Kurk Amins' fees in the North-Western Provinces; of 29,0 under Law and Justice—Jails, due mainly to a smaller demand for jail manufactures, and to the admission of convicts in an enfeebled condition unfit for remunerative labour, and of 14,9 under Education, chiefly in fees and fines.

127. The increase, as compared with the actuals of the previous year, occurred chiefly under Marine (40,2), and Police (11,4), due to the causes explained above affecting the improvement over the Budget.

## XVIA.—Law and Justice—Courts of Law.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Udih.	Panjab.	Mad- ras.	Bom- bay.	TOTAL.
Sale-proceeds of Unclaimed and Escheated Prop- erty.	Accounts . 1896-97 .	5,3	1,5	2,0	6	2,9	2,7	1,2	1,2	2,1	19,6
	Budget .	4,0	1,7	2,2	8	3,5	2,1	1,2	1,8	2,2	19,5
	Revised . 1897-98 .	2,5	1,5	2,5	7	3,0	3,0	1,3	3,0	2,3	19,0
	Accounts .	1,4	1,8	2,5	5	3,0	3,3	1,2	3,2	2,4	20,0
Court-fees realised in cash.	Accounts . 1896-97 .	2	2,3	1	1	5,1	30,3	5	1,4	8	30,8
	Budget .	1	2,1	1	2	3,6	24,6	5	2,0	1,6	34,0
	Revised . 1897-98 .	1	1,6	1	1	5,0	23,2	3	1,8	9	23,3
	Accounts .	1	1,8	1	2	5,1	21,8	6	2,0	9	22,6
General Fees, Fines, and Forfeitures.	Accounts . 1896-97 .	4,7	7,3	41,9	8,4	69,0	26,3	32,9	65,5	30,9	287,2
	Budget .	4,4	9,1	41,0	8,4	72,2	28,8	35,2	64,7	33,0	297,4
	Revised . 1897-98 .	4,2	7,6	41,7	8,1	63,9	28,2	46,0	73,6	30,5	303,2
	Accounts .	4,3	6,7	42,1	7,8	65,1	27,6	34,0	76,4	29,6	303,6
Other Receipts	Accounts . 1896-97 .	...	3	3	5	5,2	1,0	4,7	1,2	5,4	18,6
	Budget .	...	4	3	3	3,7	1,2	4,5	1,5	5,1	17,0
	Revised . 1897-98 .	...	3	2	4	7,1	1,1	4,7	1,2	5,5	20,8
	Accounts .	...	2	2	6	6,5	1,1	5,4	1,2	5,5	20,2
TOTAL	Accounts . 1896-97 .	10,2	11,5	44,3	9,6	82,2	50,3	39,3	69,6	39,2	356,2
	Budget .	8,5	12,8	44,2	9,7	83,0	50,7	41,5	70,9	41,9	362,8
	Revised . 1897-98 .	6,0	11,0	44,5	9,3	79,0	45,5	52,5	79,0	39,5	366,9
	Accounts .	5,1	10,5	44,0	9,2	80,3	43,8	41,2	82,8	38,4	356,9

128. The receipts under this head fell short of the Budget Estimate by 11,9, but exceeded the actuals of the previous year by 7. As compared with the Budget and the previous year's actuals there was a large decrease under *Court-fees realised in Cash*, chiefly in the North-Western Provinces, due partly to a change in the system of realization of Kurk Amin's fees, which, in certain cases, are now levied in stamps, and partly to the effects of famine. The improvement in Bengal occurred under *Amins' fees*. There was a decrease of 2,8 under *General Fees, Fines, and Forfeitures*, the receipts under



Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*XVIA.—Law and Justice—Courts of Law—*continued.*

which consist chiefly of Magisterial fines, and are of an uncertain character; the Estimate in Bengal, where the largest fall occurs, seems to have been pitched too high, while in Madras the increase was partly due to large fees realized by the High Court for printing, and also partly to the transfer to this head from XXV.—Miscellaneous, of fines realized under the Police Act by Bench Magistrates. Under *Sale-proceeds of Unclaimed and Escheated Property* the decrease in India was due to the lapses of estates in the hands of the Administrator General being smaller than usual, and much below the Budget. The improvement in Madras was due to the seizure of an unclaimed sum of 1,8 from a swindler in the Tinnevely district. Under *Other Receipts* the increase in Bengal was due to larger receipts from fees for examinations of Pleaders (1,8), and from miscellaneous receipts. In Punjab the improvement occurred under "Other items."

## XVIB.—Law and Justice—Jails.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Sale-proceeds of Jail Manufactures.	Accounts .	1896-97	1.7	23.0	31.6	1.0	96.0	33.2	18.1	40.5	11.0	269.1
	Budget .		1.8	40.5	35.2	1.3	90.0	40.7	17.5	46.0	11.2	284.8
	Revised .	1897-98	1.7	25.2	35.7	1.3	102.2	28.0	17.0	34.7	8.8	251.6
	Accounts .		1.5	21.7	35.4	1.2	100.8	29.2	16.9	42.9	8.9	258.3
Other Receipts	Accounts .	1896-97	1.1	1	1.4	3.3	1.1	4.3	3.4	2.3	6.6	23.6
	Budget .		2.0	3	1.3	3.9	8	4.3	2.1	2.1	6.1	22.0
	Revised .	1897-98	1.4	2	1.8	3.0	1.8	4.5	9	2.3	5.2	21.1
	Accounts .		1.4	...	2.3	2.8	1.9	4.1	1.1	2.1	5.3	21.0
Convict Receipts at Port Blair and Nicobars.	Accounts .	1896-97	26.0	...	...	...	...	...	...	...	...	26.0
	Budget .		28.2	...	...	...	...	...	...	...	...	28.2
	Revised .	1897-98	26.1	...	...	...	...	...	...	...	...	26.1
	Accounts .		26.8	...	...	...	...	...	...	...	...	26.8
TOTAL	Accounts .	1896-97	28.8	23.1	36.0	4.3	97.1	37.5	21.5	42.8	17.6	308.7
	Budget .		32.0	40.8	36.5	5.2	100.8	45.0	19.6	48.1	17.3	335.3
	Revised .	1897-98	29.2	25.1	37.5	4.3	101.0	32.5	17.9	37.0	14.0	298.8
	Accounts .		29.7	21.7	37.7	4.0	102.7	33.3	18.0	45.0	14.2	306.3

129. Under *Sale-proceeds of Jail manufactures* the decrease of 25.7, as compared with the Budget Estimate, is the net outcome of variations in all the provinces, the chief of which are a falling off of 12.8 in the Central Provinces, and of 11.5 in the North-Western Provinces, and an increase of 10.8 in Bengal; the decreases are the results of smaller demands for jail manufactures, and the admission of a large number of convicts in an enfeebled condition unfit for remunerative labour, while the increase in Bengal was due to large supplies of manufactured articles to the Police and Military Departments. In the Central Provinces the extent of the famine was not realized when the Budget was framed, which also provided for a contract which the Reformatory School failed to obtain. In Madras the decrease was due to an outbreak of cholera in three Central Jails; and that in Bombay to the release of long term prisoners, well acquainted with factory work on the occasion of the Diamond Jubilee, to the existence of plague in House of Correction, Bombay, and the difficulty in obtaining raw materials in the Yerrowda Central Prison owing to plague restrictions. The net receipts under this head, after deducting the corresponding charges under 129B, are given below:—

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Net Receipts from Jail Manufactures.	Accounts .	1896-97	6	6.0	12.3	2	8.3	12.6	2.6	9.2	1.4	53.8
	Budget .		7	6.8	10.7	4	15.2	12.9	2.4	10.0	1.1	61.2
	Revised .	1897-98	7	3.1	11.8	7	14.2	9.9	2.4	3.7	2.3	48.8
	Accounts .		8	—	13.8	5	22.1	13.6	4.8	13.4	2.5	71.4



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS—continued.

## XVII.—Police.

			India.	Central Prov. Incc.	Burma.	Assam.	Bengal.	N.W. P. and Oodh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Police supplied to Municipal, Can- tonment, and Town Funds.	Accounts .	1896-97	...	1	15.7	...	1.0	6.9	58.4	...	5.8	87.9
	Budget		...	1	15.1	...	8	7.4	50.2	...	5.7	89.3
	Revised	1897-98	...	1	15.0	...	9	6.7	59.2	...	6.1	88.0
	Accounts		...	1	13.6	...	1.0	6.7	50.0	...	6.5	87.9
Police supplied to Public Depart- ments, Private Companies, and Persons.	Accounts .	1896-97	...	7	3.9	1.0	3.8	2.7	3.1	4.1	21.0	39.3
	Budget		...	1.2	5.1	6	3.5	2.4	1.4	2.0	17.8	34.0
	Revised	1897-98	...	7	5.8	5	7.6	2.8	2.5	2.0	18.6	40.5
	Accounts		...	8	4.7	3	5.1	2.7	2.5	1.6	18.2	38.9
Police supplied to Railways.	Accounts .	1896-97	...	...	...	...	...	...	...	...	...	...
	Budget		...	...	...	...	...	...	...	...	...	...
	Revised	1897-98	...	...	5.9	...	...	...	...	...	...	5.9
	Accounts		...	...	17.0	...	...	...	...	...	...	17.0
Presidency Police	Accounts .	1896-97	...	...	...	...	9.8	...	...	2.8	16.8	29.4
	Budget		...	...	...	...	9.0	...	...	2.6	15.1	26.7
	Revised	1897-98	...	...	...	...	10.0	...	...	3.0	18.0	31.7
	Accounts		...	...	...	...	9.0	...	...	2.8	19.0	30.8
Fees, Fines, and Forfeitures (chiefly Cattle Pound Fees)	Accounts .	1896-97	2.6	17.3	14.1	10.4	54.4	33.3	12.3	34.6	36.3	215.3
	Budget		1.9	17.3	14.8	11.0	49.4	31.7	12.4	30.1	38.6	213.2
	Revised	1897-98	1.8	19.5	15.7	10.9	50.4	32.8	11.8	35.1	32.8	210.8
	Accounts		1.6	19.6	16.8	11.2	54.5	31.2	11.7	35.8	30.3	212.7
Other Receipts	Accounts .	1896-97	8	1.0	5.3	9.5	34.2	3.1	1.5	3.5	5.2	65.0
	Budget		6	8	2.6	10.1	33.6	3.9	1.0	3.4	5.2	61.2
	Revised	1897-98	8	7	4.0	7.6	31.1	3.1	1.7	3.4	5.2	60.6
	Accounts		7	7	3.9	7.3	32.8	3.1	1.7	3.0	5.2	64.0
TOTAL	Accounts .	1896-97	3.4	29.0	39.0	20.9	103.2	46.0	74.3	45.0	85.1	436.9
	Budget		2.5	19.4	37.6	21.7	96.3	45.4	75.0	44.1	82.4	424.4
	Revised	1897-98	2.5	21.0	46.4	19.0	103.0	45.4	75.2	43.5	80.7	436.8
	Accounts		2.3	21.2	61.0	18.8	102.4	43.7	75.9	43.8	79.2	448.3

130. The receipts under this head exceeded the Budget Estimate by 23.9, and the actuals of the previous year by 11.4. Under *Police supplied to Railways* no provision was made in the Budget, as the recovery of the seven-tenths share of cost of Railway police is adjusted by deduction from expenditure; the actuals represent the excess of the recovery from the Burma Railway Company for the period from 1st September 1896 to March 1897, over the amount adjusted by deduction from expenditure in 1897-98. The Revised was an under-estimate. Under *Police supplied to Public Departments, Private Companies and Persons* the increase occurred chiefly in Bengal and Punjab, in the former being due to larger recoveries for police supplied to Railway Companies (1.0) and for Punitive Police (5), and in the latter to larger recoveries for police supplied to private persons. Under *Presidency Police*, the improvement was almost entirely in Bombay, where it was due to the large demand for Ramosis (private watchmen), owing to the absence of many of the inhabitants of the town in consequence of plague. Under *Other Receipts* the principal variations are increases in Burma (6.3), due to adjustment of value of stores returned to the Military Department, and in Punjab (7); and decreases in Assam (2.8), due to a change in the system of supplying rations and making ration recoveries from the Military Police; in Bengal (8) due to smaller recoveries on account of Village Police (1.4), counterbalanced by an increase under miscellaneous receipts (8), and in the North-Western Provinces (8) due to decrease in rewards to Police paid from sums received from other departments and the public. The decrease under *Police supplied to Municipal, Cantonment, and Town Funds* occurred chiefly in Burma (1.5), due to non-recovery from the Mandalay Municipality, and in the North-Western Provinces (7), due to over-estimate, which was corrected in the Revised; on the other hand, there was a small improvement in Bombay (8), due to receipt from the Baroda Cantonment which was not anticipated in the Budget. Under *Fees, Fines, and Forfeitures* the net decrease was 5, the variations in most cases being due to Cattle Pound receipts; in Burma the improvement was partly due to gains in gambling cases.



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS—continued.

## XVIII.—Marine.

			India.	Burma.	Bengal.	Bombay.	Total.
Pilotage Receipts	Accounts .	1896-97	...	...	84.2	6	84.8
	Budget		...	...	86.0	5	86.5
	Revised	1897-98	...	...	99.0	5	99.5
	Accounts .		...	...	103.4	6	104.0
Dockyard Services, etc.	Accounts .	1896-97	24.8	...	...	...	24.8
	Budget		4.0	...	...	...	4.0
	Revised	1897-98	41.1	...	...	...	41.1
	Accounts .		40.5	...	...	...	40.5
Sale-proceeds of Vessels and Stores	Accounts .	1896-97	2.5	2	3	...	3.0
	Budget		2.5	2	2	...	2.9
	Revised	1897-98	4.2	3	2	...	4.7
	Accounts .		4.0	3	3	...	4.6
Registration and other Fees	Accounts .	1896-97	...	2	4.1	5.9	10.1
	Budget		...	3	4.2	5.9	10.4
	Revised	1897-98	...	2	4.8	5.5	10.5
	Accounts .		...	2	4.7	5.5	10.4
Coast Light Dues	Accounts .	1896-97	...	27.3	...	...	27.3
	Budget		...	26.7	...	...	26.7
	Revised	1897-98	...	27.8	...	...	27.3
	Accounts .		...	30.7	...	...	30.7
Other Receipts	Accounts .	1896-97	3.2	2.1	5.1	...	8.4
	Budget		3.5	1.3	5.0	...	9.8
	Revised	1897-98	3.0	1.8	6.0	...	10.8
	Accounts .		3.1	1.8	5.5	...	10.5
TOTAL	Accounts .	1896-97	30.5	29.8	93.7	6.5	160.5
	Budget		10.0	28.5	95.4	6.4	140.3
	Revised	1897-98	48.3	30.1	110.0	6.0	194.4
	Accounts .		47.7	33.0	113.9	6.1	190.7

131. The receipts under this head exceeded the Budget Estimate by 60.4, of which 36.5 was under *Dockyard Services, etc.*, due chiefly to large recoveries (31.5) on account of hire of vessels employed in conveying troops to the South Coast of Africa, Mombassa and Suez, and to and from the Cape and Mauritius, and to large receipts (5.0) for works done for private individuals, etc.; 1.7 occurred under *Sale-proceeds of Vessels and Stores* due to sales of vessels not anticipated in the Budget. Heavy shipments of rice to India and general improvement in trade brought a large number of vessels to Burma ports, and resulted in an increase of 4.0 under *Coast Light Dues*; *Pilotage Receipts* in Bengal, which are of a fluctuating character, contributed 17.4 towards the improvement. The increase (40.2), as compared with the previous year, was also due to the cause stated above.

## XIX.—Education.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
Fees and Fines	Accounts	1896-97	1.3	1.6	1.8	4.5	56.4	23.7	11.8	38.4	40.8	180.7
	Budget		1.7	1.7	1.6	4.6	62.2	24.7	11.6	38.7	42.7	186.5
	Revised	1897-98	1.3	1.7	1.8	4.2	58.7	23.0	12.0	37.9	37.1	178.9
	Accounts .		1.4	1.7	1.7	4.3	58.4	24.6	12.0	36.9	37.5	178.5
Contributions	Accounts	1896-97	...	1.6	1	...	2.0	3.0	7	5	1.0	8.9
	Budget		...	1.8	1	...	2.0	3.1	6	4	0	8.0
	Revised	1897-98	3	1.7	1	...	3.0	2.9	9	4	8	10.1
	Accounts .		2	1.5	...	...	2.9	3.1	8	4	6	9.5
Other Receipts	Accounts	1896-97	4	6	3	2	3.3	6.1	4	4.3	15.6	31.7
	Budget		4	6	4	1	4.0	6.5	3	4.9	16.8	34.0
	Revised	1897-98	4	6	3	2	4.3	5.9	2	3.8	13.8	29.5
	Accounts .		3	8	1	1	3.9	6.1	2	3.9	14.1	29.5
TOTAL	Accounts	1896-97	1.9	4.0	2.2	4.7	61.7	32.8	12.9	43.2	57.4	220.8
	Budget		2.1	4.1	2.1	4.7	68.2	34.3	12.5	44.0	60.4	232.4
	Revised	1897-98	2.0	4.0	2.2	4.4	66.0	32.7	13.1	42.1	51.7	218.2
	Accounts .		1.9	4.0	1.8	4.4	65.2	33.8	13.0	41.2	52.2	215.5

132. The receipts fell short of the Budget Estimate by 14.9, and of the previous year by 3.3. Of the decrease, 11.0 occurred under *Fees and Fines*; in Bengal the increase anticipated in the Budget under Government Schools was not realized; in Madras the falling off was chiefly in fees from Art Colleges and Schools; and in Bombay the decrease was attributed to the prevalence of plague; and 4.5 occurred under *Other Receipts*, chiefly in Bombay, owing to smaller sales of books at the Sind and Government Central Book Depôts.



## Section D.—RECEIPTS BY CIVIL DEPARTMENTS—continued.

## XX.—Medical.

			India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Medical College and School Fees.	Accounts	1896-97 .	...	...	...	...	5.7	...	8	1.3	2.9	10.7
	Budget	...	...	...	...	...	5.5	...	8	1.4	3.3	11.0
	Revised	...	...	...	...	...	5.8	...	8	1.3	3.0	11.0
	Accounts	1897-98 .	...	...	...	...	4.9	...	7	1.0	3.3	10.5
Hospital Receipts .	Accounts	1896-97 .	...	...	1	...	7.7	1	5	2.5	15.2	26.1
	Budget	...	...	...	2	...	8.4	1	6	2.5	5.9	27.7
	Revised	...	...	...	1	...	7.5	1	6	2.1	5.9	16.3
	Accounts	1897-98 .	...	...	2	...	8.8	1	5	2.2	6.3	17.3
Lunatic Asylum Re- ceipts.	Accounts	1896-97 .	...	5	1.3	1	2.4	2.4	2	1.5	1.5	9.9
	Budget	...	...	5	1.2	...	2.9	2.2	1	1.8	1.6	10.3
	Revised	...	...	6	1.7	1	2.4	2.5	1	1.8	1.6	11.1
	Accounts	1897-98 .	...	8	1.7	1	2.5	3.1	1	1.8	1.7	11.8
Contribution .	Accounts	1896-97 .	9	4	1	...	5.8	13.3	3.9	10.5	4.8	39.7
	Budget	...	9	2.7	1	...	6.3	15.4	4.0	8.3	3.7	41.4
	Revised	...	9	6	1	...	7.0	14.5	4.1	9.3	3.8	40.9
	Accounts	1897-98 .	9	1	1	...	7.7	14.0	4.0	10.2	3.3	40.9
Other Receipts	Accounts	1896-97 .	...	1	1	3	6	1.2	3	1.3	6	4.5
	Budget	...	...	1	1	2	6	1.5	3	1.2	5	4.5
	Revised	...	...	...	5	4	6	1.8	3	1.3	9	5.8
	Accounts	1897-98 .	...	...	5	4	6	1.9	4	2.3	1.1	7.2
TOTAL	Accounts	1896-97 .	9	1.0	1.6	4	22.2	17.0	5.7	17.1	25.0	90.9
	Budget	...	9	3.3	1.0	2	23.7	19.2	5.8	15.2	15.0	84.9
	Revised	...	9	1.2	2.4	5	23.9	19.2	5.9	15.9	15.2	85.1
	Accounts	1897-98 .	9	9	2.5	5	23.7	19.7	5.7	15.1	15.7	87.7
			Ster- ling.	Ex- change.	TOTAL.							
England .	Accounts	1896-97 .	1.7	1.1	2.8	Total, including England. {						
	Budget	...	1.6	1.1	2.7							
	Revised	...	1.6	9	2.5							
	Accounts	1897-98 .	1.6	9	2.5							
						Accounts	1896-97 .	93.7				
						Budget	...	87.6				
						Revised	...	87.6				
						Accounts	1897-98 .	90.2				

133. The Indian receipts under this head exceeded the Budget Estimate by 2.8, but fell short of actuals of the previous year by 3.2. The improvement, as compared with the Budget, was mainly due to increases under *Lunatic Asylum Receipts* (1.5), chiefly in Burma (5), and the North-Western Provinces (9), the former being due to larger receipts from non-pauper patients, in consequence of the extension of the Rangoon Lunatic Asylum buildings, and the latter to improved receipts from the Dairy farm attached to the Lunatic Asylum, Bareilly; and under *Other Receipts* (2.7), contributed chiefly by Madras (1.1) owing to the transfer of this head from XXV.—Miscellaneous receipts from private scavenging fees and sale-proceeds of manure and street sweepings, and by Bombay (6), owing to the adjustment of the value of medicines returned to the Medical Store Department by Civil Officers. The small decrease of 5 under *Contributions* was the result of considerable variations in the different Provinces, the principal of which are decreases of 2.6 in the Central Provinces and of 8 in the North-Western Provinces, owing to contributions towards local dispensaries, village sanitation works, and vaccination having fallen off; and of increases of 1.4 in Bengal, owing to a special contribution paid by the Chittagong Municipality; and of 1.9 in Madras due to large contributions from private individuals, chiefly in the districts of *Vizagapatam*, *Tinnevely*, *North Arcot*, and *Trichinopoly*.

## XXI.—Scientific and other Minor Departments.

			India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Receipts on account of Experimental Cultivation.	Accounts	1896-97 .	...	4	4	...	2	2.6	9	...	1.4	5.0
	Budget	...	...	2	6	...	2	1.9	1.0	...	8	4.7
	Revised	...	...	4	5	...	2	1.9	1.3	...	1.3	5.0
	Accounts	1897-98 .	...	4	5	...	2	1.6	1.2	...	1.1	5.0
Botanical and other Public Garden Receipts.	Accounts	1896-97 .	...	1.1	...	...	4	4.2	5.2	3	2	11.4
	Budget	...	...	1.1	...	...	5	4.3	5.0	4	2	11.5
	Revised	...	...	1.0	...	...	3	4.2	5.1	3	2	11.1
	Accounts	1897-98 .	1	1.0	...	...	5	4.3	5.3	4	3	11.9



Section D.—RECEIPTS BY CIVIL DEPARTMENTS—*continued.*XXI.—Scientific and other Minor Departments—*continued.*

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Cinchona Planta- tions.	Accounts	1896-97 .	...	...	...	...	16,1	...	...	14,7	...	30,8
	Budget	...	...	...	...	...	17,4	...	...	17,5	...	34,9
	Revised	1897-98 .	...	...	...	...	17,7	...	...	10,0	...	27,7
	Accounts	...	...	...	...	...	17,8	...	...	9,9	...	27,7
Receipts on account of Public Exhibi- tions and Fairs.	Accounts	1896-97 .	1	1	...	...	5	3,0	3,5	...	1,4	8,6
	Budget	...	1	5	...	...	7	5,0	6,6	...	3	13,2
	Revised	1897-98 .	2	4	...	...	5	5,1	4,0	...	1	10,5
	Accounts	...	...	2	...	...	4	5,1	6,0	...	1	14,8
Veterinary and Stal- lion Receipts.	Accounts	1896-97 .	7	...	...	...	5	4	5	...	1,1	3,2
	Budget	...	4	1	...	...	5	5	5	...	1,3	3,3
	Revised	1897-98 .	4	...	...	...	5	4	5	...	1,6	3,4
	Accounts	...	4	1	...	...	6	4	5	...	1,7	3,7
Labour and Emi- gration.	Accounts	1896-97 .	...	1,0	...	0,0	5,0	...	...	0	...	15,9
	Budget	...	...	3	...	8,7	4,8	...	...	8	...	14,6
	Revised	1897-98 .	...	1	...	10,6	5,2	...	...	9	...	16,8
	Accounts	...	...	3	...	10,7	4,9	...	...	9	...	16,8
Sale of Maps, In- struments, etc., by the Survey and Mathematical In- struments Depart- ment.	Accounts	1896-97 .	9,9	...	...	...	...	...	...	...	...	9,9
	Budget	...	8,6	...	...	...	...	...	...	...	...	8,6
	Revised	1897-98 .	8,7	...	...	...	...	...	...	...	...	8,7
	Accounts	...	10,0	...	...	...	...	...	...	...	...	10,0
Other Receipts	Accounts	1896-97 .	5	...	2	...	6	2	1,1	11,3	1,4	15,1
	Budget	...	8	...	2	...	8	2	9	10,8	1,7	25,1
	Revised	1897-98 .	7	...	1	...	6	1	1,7	11,5	1,3	16,0
	Accounts	...	6	...	1	...	4	1	1,2	11,7	2,1	26,2
TOTAL	Accounts	1896-97 .	11,2	2,6	6	0,0	23,3	10,4	11,2	27,2	5,5	101,0
	Budget	...	9,9	2,2	8	8,7	24,6	11,9	14,0	23,5	4,3	99,9
	Revised	1897-98 .	10,0	1,9	6	10,6	25,0	12,0	12,6	22,7	4,5	99,9
	Accounts	...	11,1	2,0	6	10,7	24,8	11,5	14,2	22,9	5,3	103,1
			Ster- ling.	Ex- change.	Total.							
England	Accounts	1896-97 .	5	3	8	Total, including England.						
	Budget	...	3	2	5							
	Revised	1897-98 .	3	2	5							
	Accounts	...	3	2	5							
								Accounts	1896-97	101,8		
								Budget	...	100,4		
								Revised	1897-98	100,4		
								Accounts	...	103,6		

134. The Indian receipts under this head showed a small increase of (3.2) over the Budget Estimate, and of 2.1 over the actuals of the previous year. The principal variations are decreases of 1.6 in Madras under *Cinchona Plantations*, owing chiefly to a reduction in the price of quinine supplied to Government Medical Depôts, and of 1.4 under *Receipts on account of Public Exhibitions and Fairs*, owing mainly to the prevalence of famine; and increases of 2.2 under *Labour and Emigration*, chiefly in Assam, owing to the large number of labourers imported, and of 1.4 under *Sale of Maps, Instruments, etc.*, due to sale of Archaeological paintings not anticipated.



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
15,445,2	EXPENDITURE.	15,467,8	15,721,3	15,731,6

135. The expenditure in this section showed an increase of 271,8 as compared with the Budget Estimate, and of 294.4 as compared with the actuals of the previous year. As compared with the Budget Estimate the largest increase occurred under Medical, where there was an excess of 278,6, due to charges connected with the bubonic plague in all the provinces except Burma and Assam. There was an excess of 79,7 under Law and Justice—Jails, and of 49,6 under Police, due chiefly to the high prices of food grains and payment of grain compensation. Part of the excess under Jails was due to an increase of jail population in some provinces, and under Police, to charges connected with the plague. There was an increase of 16,2 under Law and Justice—Courts of Law, chiefly under Criminal Courts. These excesses were largely counterbalanced by savings under the other heads, the principal of which were 45,1 under Education, spread over all the provinces, and due chiefly to some special provisions not having been utilized and to loose estimating in respect of Local charges, and 49,8 under Political, due mainly to the subsidy of the Amir of Afghanistan not having been fully drawn.

136. Of the excess, as compared with the previous year, 278,7 occurred under Medical, 77,3 under Police, and 38,6 under Law and Justice—Jails, due mainly to the causes named above, and 38,2 under Law and Justice—Courts of Law, due chiefly to larger payments of grain compensation. These excesses were partly counterbalanced by decreases, the chief of which were 69,5 under Political, due partly to the subsidy of the Amir of Afghanistan not having been fully drawn and to payment of arrears of his subsidy in the previous year, 41,2 under Marine, of which 19,1 occurred in the expenditure in England and 22,1 in India, due to less payments of exchange compensation allowance and the special payment in 1896-97 in Madras to the Harbour Trust Board, in satisfaction of its claim against the Madras Port Fund, and 28,7 under General Administration in the expenditure in England.

## 18.—General Administration.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oodh.	Punjab.	Madras.	Bombay.	TOTAL.
Salaries of Governor General, Governors, Lieutenant-Governors, and Chief Commissioners, including Commissioner in Sind and his establishment.	Accounts	1896-97	25,4	5,1	9,9	5,4	10,0	9,9	10,4	11,9	24,2	11,22
	Budget		25,4	5,1	8,0	5,1	9,9	9,9	9,9	12,3	24,6	110,2
	Revised	1897-98	25,2	5,1	9,4	5,0	10,7	9,7	9,6	12,1	24,5	111,3
	Accounts		25,2	5,1	9,4	5,0	10,9	9,7	9,6	12,1	24,7	111,7
Staff and Household	Accounts	1896-97	22,2	6	2,0	1,4	3,2	4,9	2,3	13,5	23,2	73,3
	Budget		22,5	6	2,0	1,5	3,4	4,7	2,3	13,7	20,7	71,4
	Revised	1897-98	22,5	6	2,6	1,4	3,7	4,2	2,2	13,6	25,6	76,4
	Accounts		27,3	6	2,6	1,4	3,7	3,7	2,3	13,6	26,2	81,4
Darbar Fund	Accounts	1896-97	16,3	...	...	...	...	...	...	...	...	16,3
	Budget		16,3	...	...	...	...	...	...	...	...	16,3
	Revised	1897-98	16,8	...	...	...	...	...	...	...	...	16,8
	Accounts		17,8	...	...	...	...	...	...	...	...	17,8
Executive Council	Accounts	1896-97	38,7	...	...	...	...	...	...	13,4	14,4	66,5
	Budget		39,0	...	...	...	...	...	...	13,4	13,0	65,4
	Revised	1897-98	38,6	...	...	...	...	...	...	13,1	12,7	64,4
	Accounts		38,1	...	...	...	...	...	...	13,0	12,7	63,8
Legislative Council	Accounts	1896-97	25,3	...	5	...	2,8	2	2	2,1	...	31,0
	Budget		26,4	...	...	...	2,6	3	...	2,4	1	31,8
	Revised	1897-98	28,1	...	6	...	2,5	5	...	2,2	...	31,9
	Accounts		28,3	...	7	...	2,6	5	...	1,7	...	32,8



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 18.—General Administration—continued.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Secretariat	Accounts	1896-97	215.4	15.0	27.5	11.5	58.2	33.3	25.0	35.2	51.8	475.6
	Budget		213.7	13.5	28.2	11.3	57.7	30.0	26.0	37.3	43.0	474.0
	Revised Accounts	1897-98	232.0	10.1	26.9	12.0	59.0	35.5	25.0	20.4	34.3	498.6
			234.2	17.3	26.5	12.1	59.1	33.0	25.5	30.5	54.0	497.1
Tour Charges	Accounts	1896-97	19.5	1.9	1.3	5	3.2	5.6	7.0	2	7	39.9
	Budget		17.6	2.9	9	7	3.4	5.6	6.0	3	6	35.0
	Revised Accounts	1897-98	18.9	2.4	1.1	6	3.4	5.7	5.8	2	5	38.6
			15.2	1.7	7	5	3.6	0.3	5.8	5	3	34.6
Board of Revenue and Financial Commissioner.	Accounts	1896-97	...	...	10.7	...	29.1	26.2	19.1	17.6	...	102.7
	Budget		...	...	11.2	...	28.3	20.1	19.2	17.5	...	102.8
	Revised Accounts	1897-98	3	...	10.9	...	27.9	25.8	15.8	19.8	...	100.8
			5	...	10.9	...	28.4	25.3	15.2	19.0	...	99.8
Commissioners	Accounts	1896-97	1	21.7	42.6	6.4	61.7	51.5	35.8	...	23.1	242.9
	Budget		1	21.3	42.7	5.0	50.1	50.0	35.3	...	24.2	239.1
	Revised Accounts	1897-98	1	21.5	41.1	5.5	57.7	50.5	34.9	...	24.1	235.3
			9	21.1	41.4	5.4	60.2	51.6	35.1	...	24.3	240.0
Inspector-General of Stamps, Regis- tration, Excise, Jails and Police.	Accounts	1896-97	...	3.1	...	5.4	...	5.1	5.3	...	6.2	25.1
	Budget		...	3.2	...	5.5	...	5.2	5.4	...	5.7	25.0
	Revised Accounts	1897-98	...	3.2	...	4.8	...	5.1	5.5	...	5.5	24.1
			...	3.1	...	4.8	...	4.9	5.4	...	5.6	23.8
Account Offices	Accounts	1896-97	64.5	10.4	25.9	5.3	38.4	23.0	16.5	26.1	27.9	238.0
	Budget		66.2	10.5	27.1	5.3	36.9	27.2	17.1	25.7	29.0	245.0
	Revised Accounts	1897-98	62.9	9.7	27.1	5.4	37.2	24.2	17.3	25.4	26.1	235.3
			63.4	9.9	27.1	5.4	37.5	23.9	17.3	25.4	27.7	237.6
Paper Currency Office.	Accounts	1896-97	11.7	...	3.0	...	...	1.2	1.2	7.0	9.2	33.3
	Budget		11.3	...	2.9	...	...	1.3	1.3	5.9	8.9	32.6
	Revised Accounts	1897-98	12.2	...	2.8	...	...	1.3	1.3	3.1	9.7	30.4
			12.1	...	2.7	...	...	1.2	1.4	3.1	9.9	30.4
Allowance to Pro- sidency Banks.	Accounts	1896-97	16.7	...	...	...	2.2	...	...	3.0	8.0	29.9
	Budget		17.1	...	...	...	...	...	...	2.7	4.3	24.1
	Revised Accounts	1897-98	17.7	...	...	...	...	...	...	2.7	5.0	26.3
			13.7	...	...	...	...	...	...	2.7	6.1	23.5
General Establish- ment of Local Fund Offices.	Accounts	1896-97	2	3.2	4	3	30.7	7.0	14.3	39.2	10.7	80.0
	Budget		2	3.4	4	3	30.0	7.4	13.9	34.5	11.2	80.3
	Revised Accounts	1897-98	1	4.1	4	3	27.5	6.9	14.3	31.5	12.9	100.0
			1	4.0	4	3	22.7	6.8	14.2	33.0	11.0	93.1
Reserve Treasuries	Accounts	1896-97	6	...	...	...	...	...	...	...	...	6
	Budget		6	...	...	...	...	...	...	...	...	7
	Revised Accounts	1897-98	6	...	...	...	...	...	...	...	...	7
			6	...	...	...	...	...	...	...	...	6
TOTAL INDIA	Accounts	1896-97	457.5	61.0	123.9	36.2	239.5	167.9	137.7	164.2	199.4	1307.3
	Budget		456.0	60.5	123.4	33.5	232.1	174.3	137.4	162.9	191.2	1,573.9
	Revised Accounts	1897-98	476.6	62.7	121.0	35.0	229.0	169.4	132.3	162.2	202.0	1,592.7
			473.4	62.8	122.7	34.9	228.7	170.0	131.8	161.2	202.5	1,588.0
England	Accounts	1896-97	262.3	172.0	412.3	Total, including England.						2,010.6
	Budget		250.4	169.2	425.6							1,999.5
	Revised Accounts	1897-98	259.4	145.3	414.7							1,997.4
			257.8	145.1	402.9							1,990.9
Excess over Budget Grant			Imperial	...	4	1	4	...	3	...	1.4	19.4
			Provincial	...	2.3	...	...	...	...	...	0.0	12.2
Excess sanctioned by Local Government			...	7	...	1	...	...	...	...	9.1	9.9
" " " Imperial Government			15.9	1.0	...	...	...	...	...	...	1.9	19.4
" " " awaiting sanction of the Imperial Government.			9	...	4	...	4	...	3	...	3	8.3
Extra charges due to Famine			3.6	1.8	...	...	1.4	5.9	7	2.6	2.4	18.4
Savings under Exchange Compensation Allowance			2.5	1	9	3	1.6	1.8	9	1.1	7	9.9



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 18.—General Administration—continued.

137. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 11,1 and 7 respectively. The excess over the Budget occurred chiefly in India and Bombay; all the other Provinces except the Central Provinces, where there was a petty excess, showed small savings. The excess occurred chiefly under *Secretariat*, and was due in India mainly to increased telegram charges owing to famine and the disturbance on the North-West Frontier, and in Bombay to the appointment of an additional Under Secretary, and heavy expenditure on temporary establishment and telegram charges in connection with the plague.

138. Under *Salaries of Governor General, Governors, etc.*, the excess of 1,4 in Burma was due to the province having been raised to the status of a Lieutenant-Governorship with effect from 1st May 1897, and that of 1,0 in Bengal was due to arrangements consequent on the grant of medical leave to Sir Alexander Mackenzie. Under *Staff and Household* the excess of 4,8 in India was due chiefly to increased Hill Journey charges and allowances (2,7) and to heavy telegram charges (2,2); that of 6 in Burma was due to the change in the status of the Province, and that of 5,5 in Bombay chiefly to heavy telegram charges in connection with the famine and plague; against these excesses there was a saving of 1,0 in the North-Western Provinces due to low expenditure for contract contingencies. The saving under *Executive Council* was the result of the stoppage of exchange compensation allowance to Members of the Council. Under *Legislative Council* the excess in India was chiefly due to larger payments of salaries and travelling allowances of non-official members of the Viceregal Council (1,0) owing to a larger number of such members being present on duty, to the absence of an officer on privilege leave (4), and to payment of a reward for preparing an index of Enactments (5); in Burma no provision was made for a Legislative Council; and in Madras the saving was due to the non-payment of 5 provided for the Member, Viceregal Council, and to saving in the salary of the Assistant Secretary.

139. The *Secretariat* charges exceeded the Budget by 23,7, of which 16,5 was in India, 3,8 in the Central Provinces, 7 in Assam, 1,4 in Bengal, and 1,5 in Bombay, counterbalanced by savings of 1,4 in Burma, of 1,0 in the North-Western Provinces, of 1,1 in Punjab and of 8 in Madras. The details of the India Secretariat charges are given below:—

1896-97. Accounts.		Secretariat (India).	Budget.	1897-98. Revised.	Accounts.
29,8	Financial Department	. . . . .	29,7	29,7	29,3
6,9	Statistical Department	. . . . .	7,5	7,8	7,8
28,0	Home Department	. . . . .	23,9	28,0	28,9
40,1	Foreign Department	. . . . .	43,7	49,1	44,8
25,6	Revenue and Agriculture	. . . . .	23,5	28,2	27,5
7	Translator's Department	. . . . .	7	7	8
32,2	Public Works Department	. . . . .	31,3	30,1	31,9
3,3	Government Record Department	. . . . .	3,9	3,3	3,3
49,8	Military Department	. . . . .	49,5	55,7	55,9
216,4		TOTAL	213,7	232,6	233,2

140. The excess in the Home Department (5,0) was due chiefly to telegram charges connected with the famine (3,4), to the payment of arrears and transit pay of an officer, and the appointment of an officer on special duty (1,1); that in the Foreign Department (1,1) was due to heavy telegram charges (2,1), counterbalanced by savings under Salaries owing to the appointment of officers on lower pay provided for (6) and under Establishment (5). The excess over the previous year was in telegram charges. The excess in the Revenue and Agricultural Department was chiefly due to high telegram charges (3,3), and to absence of officers on privilege leave (9), and other petty excesses, partly counterbalanced by savings in the grant for special charges for famine correspondence (1,7). That in the Military Department (6,4) was due to high telegram charges chiefly connected with the North-West Frontier disturbances (5,9), and Hill Journey allowances (5). The excess over the previous year was due to the high telegram charges. The small excess of 6 in the Public Works Department was due to the absence of officers on privilege leave (1,1), to Hill Journey charges and allowances (5), counterbalanced by savings in establishment charges (1,1). The excess in the Central Provinces was chiefly due to the appointment of an additional officer for the disposal of famine work (1,5), to officers on special duty (7), and to the absence of officers on leave (9). In Assam it was due to extraordinary expenditure in consequence of the earthquake. In Bengal it was due to absence of officers on leave, and increased establishment and contingent charges, and in Bombay to increased expenditure connected with the plague, as explained above. The saving in Burma was chiefly due to the appointment of officers on lower salaries than those provided for, and to less outlay on postage telegrams and miscellaneous charges. In the North-Western Provinces it was due to the termination of the appointment of the Scarcity Secretary earlier than was anticipated.



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 18.—General Administration—continued.

(6), and to less establishment charges (4). In the Punjab the provision for the re-organization of the gazetted staff was not utilised, and in Madras it was due to savings under Establishment resulting from re-organization and the absence of an officer on leave, partly counterbalanced by the entertainment of extra establishment in connection with famine work. Under *Tour charges* the saving in India was chiefly under charges for special trains, while the excess in the North-Western Provinces was due to high tour expenses of the Lieutenant-Governor. Under *Board of Revenue and Financial Commissioner* the saving of 4.1 in Punjab was due to the abolition of the appointment of Second Financial Commissioner. In India the charge represents the arrear and transit pay of the Hon'ble Mr. Rivaz prior to his taking charge of the Home Department; and in Madras the excess was due partly to the salary of the Famine Commissioner and partly to the grant of privilege leave. Under *Commissioners* the excess in India (8) was due to the payment of arrear and transit pay of Messrs. Holderness, Fuller and James prior to their taking up appointments under the Government of India; in Bengal the excess (8) was due to the absence of officers on privilege leave, partly counterbalanced by savings under contingencies; the excess in the North-Western Provinces (1.6) was due to the absence of officers on privilege leave, and entertainment of temporary establishment for famine work (9) and to increased expenditure on contingencies (1.0); in Burma the saving (1.4) occurred chiefly under diet and travelling allowance of witnesses, contingencies, and exchange compensation allowance; the saving (7) in Punjab occurred under allowances and contingencies. Under *Inspector-General of Stamps, Registration, etc.*, the saving in Assam was due to the lower rate of pay and personal allowance drawn by the present Inspector-General. The total charges for *Account and Currency Offices* are shown below:—

		Civil Account.	Currency Offices.	Total Civil Account and Currency Offices.	Office of A. G., P. W. Dept.	TOTAL.
Accounts	1896-97	213.7	33.3	247.0	24.3	271.3
Budget		220.0	28.6	248.6	25.0	273.6
Revised	1897-98	211.6	30.4	242.0	23.7	265.7
Accounts		214.1	30.4	244.5	23.5	268.0

141. The savings under civil account offices were due to the absence of officers on furlough, deputation, and the delay in the introduction of the outside audit scheme in the North-Western Provinces and partly also to the change in system of adjusting recoveries from Incorporated Local Funds on account of audit fees now accounted for by deduction from this head by debit in the local section under *General Establishment of Local Fund Officer*. The excess under Currency offices was due to the grant of privilege leave to officers, revision of establishment in Calcutta, and high charges for extra shroff, travelling and contingencies in Bombay. Under *Allowance to Presidency Banks* the saving in India was due to the non-payment to the Bank of Bengal of the allowance for general treasury duties (4.4), while in Bombay the excess was due to the payment to the Bank of Bombay, during 1897-98, of the 2nd instalment for 1896-97 of the charge on account of public debt duties. Under *General Establishment of Local Fund Officers* the excess in the Central Provinces and Bombay was due to the change in the method of adjusting recoveries of audit fees referred to above; in Bengal the charges were exceptionally low, and in Madras the increase expected with the establishment of additional Panchayet unions was over-estimated.

142. In the expenditure in England there was an increase of 2.6 in telegram charges, and of 2.3 on account of the additional store to the India Office Building, partly counterbalanced by a decrease of 12.8 in salaries, and 1.0 in charges of the Store Department.

## 19A.—Law and Justice—Courts of Law.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
High Court, Chief Courts, Recorder's Court, and Judicial Commissioner.	Accounts. 1896-97.	7	2.5	20.4	...	115.4	56.8	33.2	55.6	69.9	359.5
	Budget	1.0	6.5	20.2	...	116.4	57.2	33.0	50.0	70.8	391.7
	Revised	1.0	6.0	19.9	...	116.0	57.8	34.2	57.5	69.8	362.2
	Accounts. 1897-98.	1.0	6.0	19.8	...	115.8	58.3	34.5	57.0	70.0	363.6
Law Officers.	Accounts. 1896-97.	3	3	6.6	7	33.5	17.2	7.8	15.0	20.3	101.7
	Budget	3	3	7.2	1.0	31.6	14.2	8.7	15.3	19.6	98.4
	Revised	3	3	5.6	8	31.4	14.3	11.4	13.7	19.2	97.0
	Accounts. 1897-98.	3	5	5.5	7	32.1	13.6	12.4	14.7	20.6	100.6
Civil and Sessions Courts.	Accounts. 1896-97.	8.3	11.5	14.4	19.8	473.1	25.02	125.1	248.0	196.3	1,346.7
	Budget	8.3	15.7	14.8	20.0	469.3	25.4	126.2	253.9	194.7	1,355.3
	Revised	8.1	11.8	14.3	20.5	479.0	25.0	121.7	245.0	197.5	1,359.1
	Accounts. 1897-98.	8.3	11.4	14.1	21.0	482.8	25.0	122.7	246.3	195.1	1,352.7



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 19A.—Law and Justice—Courts of Law—continued.

		India.	Central Prov. Indea.	Burma.	Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.
Courts of Small Causes.	Accounts 1896-97 .	4	3.4	3.9	...	17.2	6.5	3.4	8.8	24.2	67.8
	Budget .	4	3.5	4.4	...	17.7	6.6	3.4	9.5	24.9	70.4
	Revised .	4	3.5	4.2	...	16.7	6.7	3.9	9.1	24.0	68.5
	Accounts .	4	3.4	4.2	...	16.5	6.6	3.6	9.4	24.1	68.2
Criminal Courts.	Accounts 1896-97 .	15.6	71.0	189.5	37.4	338.4	190.1	159.8	117.2	132.1	1,151.1
	Budget .	15.7	74.0	190.2	40.1	242.1	190.9	155.5	115.8	135.9	1,160.2
	Revised .	15.5	77.1	197.3	39.1	245.7	195.5	158.8	119.4	135.7	1,181.1
	Accounts .	15.6	75.7	189.6	39.2	248.0	200.4	158.0	119.0	133.5	1,179.6
Other Courts of Jus- tice.	Accounts 1896-97 .	...	...	...	...	7.2	...	...	5.3	10.0	22.5
	Budget .	...	...	...	...	7.7	...	...	5.2	9.7	22.6
	Revised .	...	...	...	...	7.1	...	...	5.2	9.9	22.2
	Accounts .	...	...	...	...	6.9	...	...	5.2	9.6	21.7
Other Charges (Pleadership Ex- aminations).	Accounts 1896-97 .	...	...	...	...	1.6	6	...	4	...	2.6
	Budget .	...	...	...	...	1.4	8	...	4	...	2.6
	Revised .	...	...	...	...	1.6	8	...	4	...	2.8
	Accounts .	...	...	...	...	1.3	8	...	4	...	2.5
Refunds .	Accounts 1896-97 .	5	1.2	7.6	8	9.0	3.7	5.9	9.1	3.6	41.4
	Budget .	6	1.3	7.2	7	11.0	4.4	3.6	10.0	3.3	46.3
	Revised .	5.6	1.3	7.5	9	8.5	3.6	4.4	9.2	2.0	43.6
	Accounts .	6.3	1.2	8.1	9	7.7	3.4	4.6	9.3	2.7	44.2
Total	Accounts 1896-97 .	25.8	94.9	242.4	58.7	895.4	525.1	335.2	459.4	456.4	3,093.3
	Budget .	26.3	101.5	244.0	61.8	894.2	525.5	332.4	466.7	463.1	3,115.5
	Revised .	30.9	100.0	242.8	61.3	906.0	534.3	334.0	459.5	458.7	3,127.5
	Accounts .	31.9	98.2	241.3	61.8	911.1	534.3	335.8	462.5	455.6	3,132.5
		Stor- ling.	Ex- change.	TOTAL.							
England .	Accounts 1896-97 .	1.4	9	2.3	Total, including England.						
	Budget .	1.3	8	2.1							
	Revised .	1.1	6	1.7							
	Accounts .	8	5	1.3							
		Accounts .	1896-97 .	3,095.6							
		Budget .	1896-97 .	3,117.6							
		Revised .	1897-98 .	3,129.2							
		Accounts .	1897-98 .	3,133.8							
Excess over Budget Grant .		Imperial .	5.6	...	...	...	...	...	...	...	5.6
		Provincial .	...	...	...	16.9	8.8	3.4	...	...	29.7
Excess sanctioned by Local Government .		...	...	...	...	16.9	8.8	2.9	...	...	28.6
" awaiting sanction of Imperial Government .		Imperial .	5.6	...	...	...	...	...	...	...	5.6
		Provincial .	...	...	...	...	...	5	...	...	5
Extra charges due to Famine .		1	6.3	2	...	16.6	8.5	1.7	1.0	4.8	39.2
Savings under Exchange Compensation Allowance .		1	1.8	1.2	6	2.4	1.8	2.6	2.7	3.7	16.9

143. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 17.0 and 39.2, respectively. The largest difference, as compared with the Budget, occurred under *Criminal Courts* (19.4), chiefly in Bengal (5.9), North-Western Provinces (9.5), Punjab (3.5), and Madras (3.8). The excess in Bengal was due to payment of grain compensation (2.1) and to increased expenditure on travelling (3.8), these reasons also account for the increase over the previous year's actuals; in the North-Western Provinces it was due partly to the large number of officers present on duty in consequence of the famine (4.9), the prevalence of which and of plague resulted in extended tours causing an increase of travelling allowances (2.2), and more contingent expenditure (1.9); the excess over the actuals of the previous year was due chiefly to these causes; in the Punjab the increase occurred chiefly in charges for temporary establishment (1.8), for diet and road money of witnesses (1.0), and for contingencies (1.0), partly counterbalanced by a saving of (1.4) under Salaries and Exchange Compensation Allowances, and in Madras it was chiefly due to the extra expenditure entailed by the famine. There was also a small excess in the Central Provinces due to indirect famine charges. Under *High Court, etc.*, the principal variations are an excess of 1.1 in the North-Western Provinces owing chiefly to the entertainment of a second Additional Judicial Commissioner, sanctioned during the year, and of his establishment for two months; of 1.5 in Punjab due to the appointment of a sixth Judge for a portion of the year; and of 1.0 in Madras chiefly on account of printing executed by the High Court on behalf of Suitors (1.5), partly counterbalanced by savings due to the absence of two Puisne Judges on leave without allowances. The variations under *Law Officers* are chiefly due to higher payments of pleaders' and barristers'



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 19A.—Law and Justice—Courts of Law—continued.

fees for Civil and Criminal cases in Bengal (5), Punjab (3.7), and Bombay (1.0), counterbalanced by less charges on this account in the North-Western Provinces (4) and Madras (6), and to savings under salaries in Burma (1.7). In the aggregate the differences under *Civil and Sessions Courts* is a small saving of 2.6, but variations are considerable in some of the Provinces; the more important are an excess of 16.5 in Bengal, of which 12.1 was on account of grain compensation allowance, 2.2 on account of grant of privilege leave to Subordinate Judges and Munsiffs, and 1.9 on account of remuneration of copyists and temporary establishment, and savings in the Central Provinces (4.3), Punjab (3.6), Madras (7.6), and Bombay (3.6), due largely to the absence of officers on leave and to vacancies; other causes of variations are in Punjab less expenditure on grain compensation (1.1) and allowances and contingencies (1.0), and in Madras the discontinuance of the appointment of a Civilian Subordinate Judge (1.0), and less expenditure on Process-serving establishment (1.1) and contingent charges (1.1); in Bombay the saving due to the above cause and to less expenditure on temporary establishments was partly counterbalanced by higher charges for travelling, owing to judicial establishment being employed on plague duty, for grain compensation allowance, and for diet and road money of witnesses. There was an excess of 1.0 in Assam due to extraordinary expenditure in connection with the earthquake, and the grant of grain compensation allowance. Under *Courts of Small Causes* the only noteworthy differences are the savings in Bengal (1.2) and Bombay (8), the former being due to the absence of Judges on leave, and the latter to the deputation of two Judges to other appointments, owing to decrease of work in the court on account of the plague in Bombay. Under *Refunds* the charges are of a fluctuating nature, and in India proved unusually high owing to heavy refunds of lapsed estates in the hands of the Administrator-General, Bengal.

144. The Budget Estimate in England provided for the out fit of two Judges expected to come out to India, but none came.

## 19B.—Law and Justice—Jails.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oodh.	Punjab.	Madras.	Bombay.	TOTAL.	
Jail Manufactures	Accounts	1896-97	1.1	17.0	22.3	8	87.7	20.6	15.5	31.3	9.6	205.9	
	Budget		1.1	33.7	24.5	9	73.8	27.8	15.1	36.0	10.1	275.0	
	Revised	1897-98	1.0	22.1	23.9	6	85.0	18.1	14.6	31.0	6.5	202.8	
	Accounts		7	21.8	21.6	7	78.7	15.0	12.1	29.5	6.4	187.1	
Other Jail Charges.	Accounts	1896-97	5.4	38.6	117.1	9.5	171.4	180.2	93.4	75.2	59.2	750.0	
	Budget		6.2	37.2	86.2	9.2	149.4	151.2	102.4	75.7	63.8	681.3	
	Revised	1897-98	5.5	52.9	91.3	10.9	165.0	198.4	101.9	81.0	79.5	786.4	
	Accounts		5.0	54.6	82.6	11.3	173.1	195.1	104.1	86.3	81.0	793.7	
Convict Charges at Port Blair, Nicobars, and Straits Settlements.	Accounts	1896-97	126.3	...	...	...	...	...	...	...	...	126.3	
	Budget		136.4	...	...	...	...	...	...	...	...	136.4	
	Revised	1897-98	136.2	...	...	...	...	...	...	...	...	136.2	
	Accounts		137.9	...	...	...	...	...	...	...	...	137.9	
TOTAL	Accounts	1896-97	132.8	55.6	139.4	10.3	256.1	200.8	108.9	106.5	68.8	1,082.2	
	Budget		143.7	70.9	110.7	10.1	223.2	179.0	117.5	111.7	73.9	1,040.7	
	Revised	1897-98	142.7	75.0	115.2	11.5	250.0	216.5	116.5	112.0	86.0	1,125.4	
	Accounts		144.2	76.4	104.2	12.0	251.8	210.7	115.2	115.8	87.4	1,118.7	
England	Accounts	1896-97	8	5	1.3	Total, including land.					Accounts	1896-97	1,083.3
	Budget		1.0	7	1.7						Budget		1,040.7
	Revised	1897-98	2.2	1.2	3.4						Revised	1897-98	1,125.4
	Accounts		2.2	1.2	3.4						Accounts		1,122.1
Excess over Budget Grant			Imperial	5	...	...	...	...	...	...	...	5	
			Provincial	...	5.5	...	1.9	28.6	31.7	...	4.1	85.3	
Excess sanctioned by Local Government			Imperial Government	...	1.4	...	1.9	28.4	...	...	4.1	49.3	
" " " awaiting sanction of the Imperial Government			Imperial Government	...	4.1	...	...	...	31.7	...	...	35.8	
			Provincial	5	...	...	...	...	...	...	...	5	
				...	...	...	2	...	...	...	...	2	
Extra charges due to Famine			...	9.4	10.3	2	...	33.0	52.5	17.0	1	11.5	134.9
Savings under Exchange Compensation Allowance			...	3	...	2	...	3	2	2	3	2	1.7



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*19B.—Law and Justice—Jails—*continued.*

145. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 78.0 and 35.3 respectively. The excess occurred wholly under *Other Jail Charges* (112.4), and was contributed by every province except India and Burma. It was due chiefly to high prices of food grains and to purchase of grain for stock in anticipation of a still further rise, and to high jail population in the North-Western Provinces and the Punjab. Other causes, however, contributed to this excess, the following are the most important. In Bengal there were excesses under Hospital and Sanitation charges (2.6), charges for moving prisoners (1.5), grain compensation (2.2), live stock, tools and plant (2.0), and under charges for police custody (1.4); these excesses were partly counterbalanced by savings chiefly under supplies and services (1.7), and charges for clothing and bedding for prisoners (9); in the North-Western Provinces there were increases under Hospital charges (2.8), charges for moving prisoners (2.5), and clothing and bedding of prisoners (1.5); these excesses were counterbalanced to the extent of 2.3 by savings mainly under salaries and Establishment; and in Bombay clothing and bedding charges showed an excess of (3.0). The saving in Burma was due chiefly to the release of 2,021 prisoners on the occasion of the Diamond Jubilee, and to a falling off in the number of admissions (10.4), counterbalanced by an excess of 6.8 due to purchase of grain for a reserve stock. The larger figure of 1896-97 was due to larger jail population, to heavier purchases of grain in advance, and to high prices of grain. Under *Jail manufacture* the saving in the Central Provinces (11.9) was due to the Reformatory School having failed to obtain certain contracts provided for, and to the emaciated conditions of the convicts which rendered them incapable of remunerative labour. In Burma the purchases of raw material and tools and plants were small. In the North-Western Provinces the saving (12.2) was due to less expenditure on raw materials, owing to a low demand for jail manufacture in consequence of the famine, to the admission of prisoners in a debilitated condition and incapable of productive labour, and to the system of adjusting cost of raw materials manufactured for use in Jail departments, by credit to this head and debit to *Other Jail Charges*. In the Punjab the saving (3.0) was due to non-payment to Jailors of commission provided for (6), and to less charges for raw material due partly to less demand for bricks (6), and partly to the system of adjusting cost of raw materials manufactured for Jail departments; the variations between the two years were also due to those causes. In Madras the decrease (6.5) was due to a falling off in manufacturing operations due to the prevalence of cholera in certain jails; and in Bombay it was due chiefly to the method of adjusting the cost of raw material manufactured for use in Jail departments. The excess in Bengal (4.9) was the net result of an excess of 9.2 on freight on machinery, and tools and plant, and a saving of 4.3 due to less purchase of raw materials. The decrease as compared with the previous year was due to the large purchase of raw materials in 1896-97.

146. The excess under *Convict Charges at Port Blair, etc.*, was due chiefly to increased expenditure under Commissariat Supplies due to high prices of food grains (6.0), and under Marine Supplies (5), counterbalanced by savings under Salaries and Establishment (2.0), under Forest and Medical Supplies (2.8), and under Passage Money (3). The excess over the previous year occurred chiefly under Commissariat and Forest supplies.

147. The excess in England was due to a larger demand for stores than was expected.

## 20.—Police.

		India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Presidency Police	Accounts 1896-97 . . .	...	...	...	...	76.9	...	...	25.7	30.0	133.6
	Budget . . .	...	...	...	...	75.3	...	...	27.0	30.6	132.9
	Revised . . .	...	...	...	...	76.0	...	...	25.8	34.0	136.4
	Accounts 1897-98 . . .	...	...	...	...	78.0	...	...	27.2	36.1	141.9
Superintendence	Accounts 1896-97 . . .	...	5.5	13.7	...	16.6	15.8	14.2	16.9	8.9	91.6
	Budget . . .	...	5.2	13.7	...	15.2	15.3	13.2	15.8	8.9	87.3
	Revised . . .	...	4.0	12.4	...	15.9	15.8	13.1	16.5	9.0	87.6
	Accounts 1897-98 . . .	...	4.6	12.0	...	15.9	16.2	14.3	16.9	9.1	89.6
District Executive Force.	Accounts 1896-97 . . .	44.2	142.6	364.1	50.6	463.7	422.4	285.5	300.5	408.4	2,573.0
	Budget . . .	43.8	138.2	370.3	51.6	444.2	416.2	270.1	378.8	410.6	2,567.8
	Revised . . .	43.2	148.0	372.5	52.6	481.1	438.4	273.4	386.9	442.2	2,638.3
	Accounts 1897-98 . . .	41.9	149.4	373.0	54.3	491.8	437.0	270.7	385.7	439.5	2,641.5
Municipal and Can- tonment Police.	Accounts 1896-97 . . .	...	...	12.4	...	4.5	...	57.6	...	4.7	79.2
	Budget . . .	...	...	12.8	...	4.5	...	57.4	...	4.7	79.4
	Revised . . .	...	...	13.2	...	4.8	...	57.0	...	5.2	81.1
	Accounts 1897-98 . . .	...	...	13.1	...	5.1	...	58.5	...	5.2	84.9







Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*20.—Police—*continued.*

150. The variations under the several heads are generally due to the charges mentioned above, to the absence of officers on leave, and to Exchange Compensation Allowance. Important variations other than these are noticed below.

151. Under *Presidency Police* the excess in Bengal over the previous year was due to larger payments of grain compensation allowance; in Bombay the recovery of the Municipal Contribution fell short by 2.5, and the charges for private watchmen exceeded the provision by 5.6; there was a corresponding increase on the receipt side on this account (*vide* para. 130). These excesses were partly counterbalanced by savings due to the absence of the Commissioner on leave and in clothing charges and rents for Municipal Police. The excess over the previous year was due to the high charges for private watchmen. Under *Superintendence* the excess in Bengal (7) and part of that in Punjab (8) was due to the purchase of tents. The excess in the North-Western Provinces, and part of that in Madras was due to high tour and contingent charges. Under *District Executive Force*, the excess was mainly due to the payment of grain compensation allowance as shown above. It was also partly due in the Central Provinces to the employment of a large number of police owing to the famine (3.7), and to high travelling charges due to large remittances of treasure and frequent transfers of policemen (1.3). In Bengal too large a deduction for probable savings (8.0), to additional police for districts affected by famine and for plague duty (2.7), and to high travelling expenses (2.9); the excess over the previous year was chiefly due to payment of grain compensation. In Madras the increase was due to payments of famine batta and additional temporary police (4.4), increased outlay on clothing, arms, and accoutrements (1.6), contingent charges (1.1), and on travelling charges consequent chiefly on the famine (2.3). These increases were partly counterbalanced by savings under petty works of construction and repair (2.3), under salaries (5) and under hospital charges due to famine (6); and in Bombay the excess was partly due to additional police for plague duty (9.5), additional police at Poona (8.0), to high travelling charges (3.1), counterbalanced by saving under salaries and Exchange Compensation Allowance (1.4), under Establishment (2.2), clothing charges (3.6). The excess over the previous year was due to higher charges connected with the famine and plague. Savings occurred in India (1.6), Burma (6.3), and North-Western Provinces (9.1). In Burma, the saving was due, in addition to the general causes mentioned above, to a revision of the police force, to the non-amalgamation of the Port Trust police with the district police, and to the force having been below strength, partly counterbalanced by heavier outlay on petty construction and repairs and on punitive police. The savings in the North-Western Provinces occurred chiefly in the charges for police force (18.1), and for arms and accoutrements (2.1), but even here the expenditure on grain compensation (7.4) materially reduced the savings, which was further reduced by travelling charges (9) and increased expenditure on police escorts (2.6), due chiefly to frequent movements of prisoners and treasure. Under *Municipal and Cantonment Police* the excess over the Budget and the actuals of the previous year in Bengal and Punjab was due to high payments on account of grain compensation, and in Bombay to the reorganization of the Baroda cantonment police. Under *Government Railway Police* the absence of expenditure in Burma is due to the adjustment of arrear contributions from the Burma Railways Company (*vide* para. 130); in the North-Western Provinces the excess was due to plague preventive measures on the East Indian Railway (2), and to payment of arrears of house-rent allowance to Railway Companies (4); in the Punjab the excess was due to the adjustment on account of quarters occupied by the North-Western Railway police (1.5), charges on account of the Kotri-Rohri Railway police (1.3), and to larger expenditure under contingencies (9). The saving in Madras (2.5) was due chiefly to the provision for the Railway police scheme not having been utilized.

152. Under *Village Police* the saving (3.7) was the net result chiefly of a saving of 7.8 in the North-Western Provinces and excesses of 2.7 and 2.0 in Bengal and Bombay, respectively. The saving in the North-Western Provinces was due to the revision of the Rural Police system in Oudh not having been carried out to an appreciable extent (8.4), partly counterbalanced by higher expenditure on rewards to chaukidars (5). The excess in Bengal both as compared with the Budget and the actuals of the previous year was due to payment of grain compensation, and to increased charges for rewards to chowkidars, and in Bombay it was due to an under-estimate of 3.7, and to payment of grain compensation allowance (8), partly reduced by savings in allowances to heads of village police and watchmen (1.1), and in the provision for reorganization of the Village Police Establishments paid from village officers' Cess Fund (Sind). The savings under *Special Police* occurred chiefly in Assam (9.8) and Bengal (17.0); in Assam it was due to a change in the free ration system (3.3), to the failure of the contractor to supply the full quantity of rations required for the Lushai Hills Battalion (5.3) and to vacancies in the Police Force (1.4); the decrease as compared with the actuals of the previous year (9.6) was mainly due to these causes also; in Bengal the saving both as compared with the Budget and the actuals of the previous year was due to smaller outlay on the purchase of rations. The excess in Burma (3.4) was due chiefly to an over-estimate of the probable savings; as compared with the previous year the increase (5.9), occurred under supplies and services, and purchase of supplies, reduced by savings in the pay of the force and Exchange Compensation Allowance. In Punjab the excess (1.3) over the actuals of the previous year



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 20.—Police—concluded.

was due to the reorganization of the Border Police, but as the grant for this purpose was not fully utilised there was a saving of 9 as compared with the Budget. Under *Cattle Pounds* the saving occurred chiefly in Madras (1,9) and Bombay (3,6); in the former it was due to an over-estimate, and in the latter it was attributed to the greater freedom allowed to the grazing of cattle in consequence of the prevalence of scarcity during the year. Under *Other Charges* the saving in India was chiefly due to short strength of the Thuggee and Dacoity Police force and less expenditure on travelling allowances.

153. The excess expenditure in England was due to a larger number of officers, than was provided for, having come out during the year.

## 21.—Marine.

		India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
General Supervision and Accounts.	Accounts . 1896-97 .	15,6	...	...	...	...	...	15,6
	Budget .	17,1	...	...	...	...	...	17,1
	Revised . 1897-98 .	16,4	...	...	...	...	...	16,4
	Accounts .	16,5	...	...	...	...	...	16,5
Marine Survey and Establishment.	Accounts . 1896-97 .	8,2	4,8	...	8,8	6	2,1	24,5
	Budget .	8,3	5,0	...	8,3	8	2,2	24,6
	Revised . 1897-98 .	13	5,2	...	8,5	8	2,1	24,9
	Accounts .	7,7	5,1	...	8,8	8	2,0	24,4
Dockyards .	Accounts . 1896-97 .	45,1	...	...	...	...	...	45,1
	Budget .	48,4	...	...	...	...	...	48,4
	Revised . 1897-98 .	46,6	...	...	...	...	...	46,6
	Accounts .	44,8	...	...	...	...	...	44,8
Salaries and Allowances and Victualing of Officers and men afloat.	Accounts . 1896-97 .	92,8	18,3	2,4	9,3	1,2	9	124,0
	Budget .	84,6	17,8	2,6	9,5	...	1,0	115,5
	Revised . 1897-98 .	87,5	16,5	2,5	8,8	...	7	116,0
	Accounts .	87,7	14,9	2,4	8,4	...	7	114,1
Marine Stores and Coal for Building and Repairs of Ships.	Accounts . 1896-97 .	-35,6	31,0	2,8	7,6	...	4	6,1
	Budget .	-43,1	16,2	2,0	9,0	...	4	-15,5
	Revised . 1897-98 .	-19,8	16,5	2,1	7,1	...	4	6,3
	Accounts .	-22,6	17,2	2,2	7,9	...	2	4,9
Pilotage, Pilot Establishment, and Vessels.	Accounts . 1896-97 .	...	...	2	52,7	...	3	53,2
	Budget .	...	...	2	55,7	...	3	56,2
	Revised . 1897-98 .	...	...	2	60,0	...	3	60,5
	Accounts .	...	...	2	62,8	...	4	63,4
Other Charges	Accounts . 1896-97 .	36,0	39,4	2,9	8,9	10,0	2	97,4
	Budget .	33,8	33,3	3,0	8,6	...	2	78,9
	Revised . 1897-98 .	29,7	34,8	2,0	8,2	...	2	74,9
	Accounts .	30,7	36,4	2,0	7,4	...	2	76,7
TOTAL	Accounts . 1896-97 .	162,1	93,5	8,3	87,3	11,8	3,9	366,9
	Budget .	149,1	72,3	7,8	91,1	8	4,1	325,2
	Revised . 1897-98 .	168,7	73,0	6,8	92,6	8	3,7	345,6
	Accounts .	164,8	73,6	6,8	95,2	8	3,5	344,8
		Sterling.	Ex-change.	TOTAL.				
England	Accounts . 1896-97	212,8	140,6	353,4	Total, including England.	Accounts . 1896-97	722,3	
	Budget .	220,7	145,7	366,4		Budget .	691,6	
	Revised . 1897-98	215,9	120,9	336,8		Revised .	682,4	
	Accounts .	213,9	120,4	334,3		Accounts .	679,1	



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*continued.*21.—Marine—*continued.*

		India.	Burma.	Assam.	Bengal.	Madras.	Bombay.	TOTAL.
Excess over Budget Grant	{ Imperial	15.7	...	...	...	...	...	15.7
	{ Provincial	...	1.3	...	4.2	...	...	5.5
Excess sanctioned by Local Government		...	1.3	...	...	...	...	1.3
" " Imperial Government		6.3	...	...	...	...	...	6.3
" awaiting sanction of Imperial Government.	{ Imperial	9.4	...	...	...	...	...	9.4
	{ Provincial	...	...	...	4.2	...	...	4.2
Extra charges due to Famine		5	...	...	...	...	...	5
Savings under Exchange Compensation Allowance		1.5	2	...	2	1	...	2.0

154. The Indian expenditure exceeded the Budget Estimate by 19.6, but fell short of the actuals of the previous year by 22.1. The excess over the Budget occurred chiefly under *Marine Stores and Coal for Building and Repairs of Ships*, and was due to smaller recoveries from other departments owing to works for the Eastern Bengal State Railway provided for in the Budget not having been carried out, and to large purchases of country coal for the Muscat and Bushire coal depôts.

155. Under *General Supervision and Accounts* and *Marine Survey and Establishment* the variations were due mainly to the absence of officers on leave and deputation, and to the lower rate of exchange compensation allowance. The saving under *Dockyards* was mainly the result of less expenditure on wages of hired workmen (4.9), owing chiefly to some works for the Eastern Bengal State Railway contemplated in the Budget not having been carried out during the year, and to smaller recoveries (5.9) from other departments and Local Governments. Under *Salaries and Allowances of Officers and men afloat* the excess in India occurred chiefly in pay and victualling charges (5.6), due to the employment of the Royal Indian Marine Ships *Canning* and *Dalhousie* in the conveyance of troops to the South Coast of Africa and to Mombassa during the time they should have been laid up with reduced crews, partly counterbalanced by saving in the pay and allowances of officers (3.0) due to absences and vacancies, and to less exchange compensation allowance. This excess was counterbalanced by the increased recoveries under the corresponding Revenue head (see para. 131). The saving, as compared with the previous year, was chiefly due to less payment of exchange compensation allowances. In Burma the saving was due to change of officers and less outlay on allowances and contingencies in the *B. G. S. George*, and to occasional lending of launches to other departments. In Bengal the saving occurred in the charges for salaries and victualling of officers.

156. Under *Marine Stores, etc.*, the minus entry in India was the result of the system of adjusting recoveries by deduction from charges. The charges exceeded the Budget by 9.3 due to heavy expenditure on coal for the Muscat and Bushire coal depôts, and owing to the employment of Royal Indian Marine Ships *Canning* and *Dalhousie* on trooping service outside Indian waters (5.8), and to a large purchase of steel from the Cossipore Foundry and Shell Factory, and to payment of freight on a consignment of timber supplied by the Forest Department, Burma, to the Bombay Dockyard (3.5). The recoveries fell short of the anticipations by 12.6, due chiefly to certain works for the Eastern Bengal Railway provided for in the Budget not having been carried out during the year. The difference between the two years' actuals was due to large recoveries in 1896-97, partly counterbalanced by heavy expenditure on pine planks for the Suakin expedition and a special large purchase of coir. In Burma the excess was due to a large purchase of stores and coal. The high figure of 1896-97 was due to the transfer to this head of the outstanding balance of the Marine Store and Coal advance account. In Bengal the saving was due to the small outlay on the repair of Pilot vessels and for purchase of coal. The charges under *Pilotage, Pilot Establishment, etc.*, which depend on the tonnage of vessels visiting and leaving port, were exceptionally high in Bengal during the year. Under *Other Charges* the saving in India (3.1) was due to less expenditure on hire of vessels (10.0), owing to no transport having been hired in place of the *Warren Hastings* as was anticipated in the Budget, partly counterbalanced by an excess of 1.7 due to heavy expenditure on repairs of *H. M. S. Sphinx* and to the employment of more than one vessel in Indian waters owing to disturbances in the Persian Gulf; of 1.4 due to the cost of fitting up the *Porpoise* with electric light installation; of 1.2 due to salvage and miscellaneous charges incurred in connection with the loss of the *Warren Hastings*, and for extra compensation for loss of property to officers of that vessel; of 2.4 due to payment of unusually high freight on stores sent out from England. In Burma the excess was due to a larger charge than was anticipated for the construction of the Light Vessel *Kalapauk* (3.8), and for the repairs and outfit of the Light Vessel *Kammandine* (1.3), partly counter-



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 21.—Marine—continued.

balanced by savings due to the contract for the Bhamo-Sinbo line not having been renewed, and to the provision for the river conservancy charges not having been fully utilized. In Assam the saving of 1,0 was due to the expiry and non-renewal of the contract for the Sorma Valley Mail Service. In Bengal the saving was due to less expenditure on the hire of ships and vessels. In Madras charge of the previous year represents the payment made to the Harbour Trust Board in satisfaction of its claim against the Madras Port Fund.

157. The excess in England was due to a larger demand than was anticipated for stores.

## 22.—Education.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.		
Direction	{	Accounts	1896-97 .	...	3.0	3.6	2.7	8.5	4.0	5.0	5.6	5.4	37.8	
		Budget		...	3.1	3.8	2.7	6.0	4.5	5.2	5.6	4.3	35.8	
		Revised		...	3.0	3.7	2.8	6.7	4.4	5.2	6.1	4.3	36.9	
		Accounts	1897-98 .	...	3.0	3.7	2.9	6.7	4.3	5.0	6.1	4.2	36.0	
Inspection	{	Accounts	1896-97 .	9	9.3	13.6	4.0	60.6	24.6	16.5	38.5	24.7	191.7	
		Budget		9	9.1	14.4	4.5	62.7	25.7	17.3	37.8	24.7	187.1	
		Revised		8	7.9	14.2	4.4	63.9	25.2	16.9	39.3	24.5	197.6	
		Accounts	1897-98 .	9	8.2	14.1	4.4	64.9	25.6	17.1	38.9	24.2	198.3	
University	{	Accounts	1896-97 .	...	...	...	...	...	3.2	...	...	...	3.2	
		Budget		...	...	...	...	...	3.0	...	...	...	3.0	
		Revised		...	...	...	...	...	3.0	...	...	...	3.0	
		Accounts	1897-98 .	...	...	...	...	...	3.0	...	...	...	3.0	
Government Col- leges.	{	Accounts	1896-97 .	4.0	3.7	...	...	60.9	27.3	5.1	38.9	25.5	174.4	
		Budget		4.0	3.2	...	...	68.7	30.0	5.7	38.5	27.7	177.8	
		Revised		4.1	3.1	...	...	69.6	27.3	5.5	39.8	26.3	174.7	
		Accounts	1897-98 .	4.0	3.3	...	...	68.8	27.4	5.5	40.6	27.0	175.8	
Government Schools	{	Accounts	1896-97 .	4.8	29.6	12.7	10.1	84.5	110.1	70.4	115.8	218.2	655.2	
		Budget		4.9	32.9	14.9	10.6	87.7	112.1	72.0	121.0	225.6	682.3	
		Revised		4.7	31.2	11.3	10.3	87.1	112.1	71.5	114.9	218.1	661.7	
		Accounts	1897-98 .	4.7	30.6	12.2	10.3	87.8	110.5	70.4	113.7	217.4	657.6	
Grants-in-aid and Payments by Re- sults.	{	Accounts	1896-97 .	6.6	16.5	30.6	20.2	140.8	37.8	28.6	76.0	54.3	411.4	
		Budget		7.5	17.0	40.4	21.5	139.6	39.0	29.6	75.9	43.7	414.4	
		Revised		7.5	16.3	33.6	19.7	141.8	40.2	28.9	73.6	46.0	407.6	
		Accounts	1897-98 .	7.4	15.9	35.8	20.1	137.8	39.7	29.4	76.8	45.7	410.3	
Scholarships	{	Accounts	1896-97 .	4	2.4	2.5	2.6	21.9	5.7	8.9	2.9	8.5	55.8	
		Budget		5	3.3	3.6	2.4	21.4	6.5	10.1	3.1	8.7	59.6	
		Revised		5	2.7	2.6	2.5	22.4	5.8	8.7	3.3	8.3	50.3	
		Accounts	1897-98 .	5	2.6	2.6	2.5	22.8	5.4	8.6	3.8	8.1	56.9	
Other Charges	{	Accounts	1896-97 .	1.3	6	9.2	8	7.9	5.8	1.6	3.2	11.5	41.9	
		Budget		1.1	9	10.2	9	8.5	5.3	1.7	11.4	14.1	54.1	
		Revised		1.1	8	10.7	9	8.3	5.1	1.6	3.0	11.0	42.7	
		Accounts	1897-98 .	1.0	7	10.6	9	7.9	5.0	1.4	2.5	10.8	40.8	
Total	{	Accounts	1896-97 .	18.9	65.1	72.2	40.4	394.1	215.3	139.3	280.0	348.1	1,573.4	
		Budget		18.9	69.5	87.3	42.0	395.2	223.1	145.2	293.3	348.8	1,626.9	
		Revised		18.7	64.0	76.6	40.6	400.0	220.6	141.3	280.0	338.5	1,580.3	
		Accounts	1897-98 .	18.5	63.3	79.0	41.1	396.7	218.0	140.4	284.3	337.4	1,578.7	
England	{	Accounts	1896-97 .	1.6	1.1	2.7	Total, including England.					Accounts	1896-97 .	1,576.1
		Budget		1.4	9	2.3						Budget		1,626.9
		Revised		1.7	1.0	2.7						Revised		1,583.0
		Accounts	1897-98 .	1.5	9	2.4						Accounts	1897-98 .	1,581.1
Extra charges due to Famine													54	
Savings under Exchange Compensation Allow- ance.													4.0	



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 22.—Education—continued.

158. The Indian expenditure showed a saving of 45.2 as compared with the Budget Estimate, and an excess of 5.3 as compared with the actuals of the previous year. The saving was contributed by all the Provinces except Bengal (where there was an excess of 1.5), and occurred chiefly in Bombay (11.4), Madras (9.0), Central Provinces (6.2), and Burma (8.3). The excess of 1.5 in Bengal requires to be sanctioned.

159. Under *Inspection* the excess in Bengal was due partly to the reorganization of the Provincial Educational Department, and partly to an excessive deduction in the Budget for probable savings, and in Madras it was due to the introduction of the scheme relating to the Indian and Provincial Educational Services. To this cause the excess under *Government Colleges* in Madras is also chiefly due, it was, however, partly owing to the purchase of special furniture for the Law College. Under *Government Schools* there was a saving of 24.7, to which all the Provinces except Bengal contributed. The decrease in the Central Provinces (2.3) was due to less expenditure on petty construction and repairs of schools, in Burma it was due to the vacancies and deputation of officers; in the North-Western Provinces (1.6) it occurred chiefly in establishment charges of Primary Schools; in Punjab (2.2) the saving occurred partly in the contingent charges of Secondary Schools and of the Central Training College (1.3) and partly to an over-estimate (8) by District Boards; in Madras it was due to an over-estimate in the Local section (8.5), partly counterbalanced by excess expenditure of 1.1 under Primary Schools in the Provincial section; and in Bombay (8.2) it was also chiefly due to an over-estimate in the Local section (5.3), and to saving under establishment (1.4). Under *Grants-in-aid and Payments by Results* the saving in Burma (1.6) was due to an over-estimate; the irregularity in the payments makes an accurate forecast under this head impossible. In Assam the saving (1.4) was due to a decrease in the number of schools in consequence of the earthquake and subsequent floods. In Bengal the decrease (1.8) occurred chiefly in the grants to Middle English and Vernacular Schools (2.4), partly counterbalanced by an excess of 6 due to an excessive deduction on account of probable savings. These decreases were partly counterbalanced by excesses chiefly in Madras (2.6) and Bombay (2.0); the former occurred almost entirely in the Provincial section under payments by results. In Bombay it was partly due to the lump deduction made in the Budget in the Provincial section having proved excessive (1.0), and to a payment of arrears, in the Local section, of grants to indigenous schools (1.0). Under *Other Charges* the saving (13.3) occurred almost entirely in Madras (8.9), and Bombay (3.3). In Madras it was due chiefly to the provision (8.0) for Students' Hostels not having been utilized, and in Bombay to a decrease under supplies and services in the Sind Book Depot (7) and to less expenditure on purchase and publication of books in the Central Depot, partly counterbalanced by an excess of 9 due to a payment to the heirs of the late Mr. Pandit for editing the *Atharva Veda*.

## 23.—Ecclesiastical.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	Total.
Church of England	Accounts. 1896-97 . . .	16.2	3.7	9.0	2.0	14.6	23.6	23.7	35.5	30.4	158.7
	Budget . . .	17.2	3.9	9.9	2.1	16.8	24.0	22.0	35.1	30.5	161.5
	Revised . . .	13.1	3.7	9.3	1.6	15.0	21.6	21.7	33.0	27.9	147.5
	Accounts. 1897-98 . . .	12.9	3.7	9.2	1.5	13.2	21.8	21.1	33.9	26.4	145.7
Church of Scotland	Accounts. 1896-97 . . .	8	...	7	...	2.1	1.3	1.4	2.5	3.7	12.5
	Budget . . .	1.0	...	7	...	1.8	1.8	1.1	2.8	4.4	13.6
	Revised . . .	5	...	7	...	1.6	1.3	1.0	2.6	3.8	11.5
	Accounts. 1897-98 . . .	5	...	7	...	1.0	1.3	1.5	2.8	3.7	12.1
Allowance to other Clergymen.	Accounts. 1896-97 . . .	9	1	6	...	1.1	2.4	3.1	1.2	2.5	11.9
	Budget . . .	9	3	7	...	1.0	2.5	2.7	1.1	2.5	11.7
	Revised . . .	8	1	7	...	1.1	2.1	2.6	1.2	2.7	11.3
	Accounts. 1897-98 . . .	7	1	7	...	1.0	2.0	2.3	1.1	2.5	10.4
Payments to Offi- cers of other Prov- inces.	Accounts. 1896-97 . . .	...	...	...	...	...	...	...	...	8	8
	Budget . . .	...	...	...	...	...	...	...	...	6	6
	Revised . . .	...	...	...	...	...	...	...	...	2	2
	Accounts. 1897-98 . . .	...	...	...	...	...	...	...	...	1	1
Charges for Cemeteries.	Accounts. 1896-97 . . .	4	2	6	1	6	8	7	1.0	9	5.3
	Budget . . .	4	2	6	1	6	8	7	1.3	9	5.6
	Revised . . .	4	2	6	1	7	8	6	1.0	9	5.4
	Accounts. 1897-98 . . .	4	2	6	1	7	8	7	9	9	5.3
TOTAL	Accounts. 1896-97 . . .	18.3	4.0	10.9	2.1	18.4	28.1	28.9	40.2	38.3	180.2
	Budget . . .	19.5	4.4	11.9	2.1	20.2	29.1	26.5	40.3	38.9	189.0
	Revised . . .	14.8	4.1	11.3	1.7	18.4	23.8	21.9	38.4	35.9	175.9
	Accounts. 1897-98 . . .	14.5	4.0	11.2	1.6	18.5	23.9	23.6	38.7	33.6	173.6



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 23.—Ecclesiastical—continued.

		India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
		Ster- ling.	Ex- change.	Total.							
England	Accounts 1896-97 .	1	1	2	Total, including England.		Accounts Budget Revised Accounts		1896-97 . 1897-98 .		1894 193.7 176.8 174.0
	Budget .	4	3	7							
	Revised .	6	3	9							
	Accounts .	3	1	4							
Extra charges due to Famine . . . . .		...	1	...	...	2	1	...	...	1	5
Savings under Exchange Compensation Allow- ance . . . . .		7	1	1	...	1	3	3	9	1.2	3.7

160. The Indian expenditure was less than the Budget Estimate and the actuals of the previous year by 19.4 and 15.6, respectively. The variations under this head are due mainly to variations in the number of Senior and Junior Chaplains on duty or on leave, and in the rate of Exchange Compensation Allowance. Under *Church of England* the saving in India was due chiefly to the absence of the Lord Bishop and his Domestic Chaplain on furlough (3.1). In Burma the saving was entirely due to the absence of the Lord Bishop, and in Madras to the extent of 6. In England the Budget provided for the passage of eight Chaplains, but only five came out.

## 24.—Medical.

		India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Medical Establish- ments.	Accounts 1896-97 .	11.1	20.6	31.3	13.7	70.1	50.6	33.3	54.1	35.4	320.2
	Budget .	11.2	21.1	30.1	16.8	69.5	48.7	30.1	53.1	38.3	324.9
	Revised .	11.0	21.8	28.5	14.7	67.4	46.8	32.2	49.6	34.1	306.1
	Accounts .	12.3	21.7	28.0	14.2	65.6	45.1	30.1	48.7	33.5	298.8
Government Hospi- tals and Dispen- saries.	Accounts 1896-97 .	7.0	13.1	10.0	14.3	67.9	47.0	34.2	106.5	78.0	372.0
	Budget .	6.9	14.4	10.2	13.8	69.5	49.7	36.7	108.7	68.9	384.8
	Revised .	6.8	13.3	11.3	15.2	70.0	47.9	34.4	106.5	73.5	371.4
	Accounts .	6.7	12.8	12.4	17.0	70.8	47.5	34.3	100.5	75.3	366.3
Vaccine Establish- ments and Sani- tary Commis- sioner.	Accounts 1896-97 .	8.3	3.6	5.3	3.3	22.3	16.7	13.0	87.3	34.8	194.6
	Budget .	8.0	7.9	6.1	3.5	24.7	16.6	13.2	82.8	34.8	197.6
	Revised .	7.6	3.0	5.3	3.3	20.3	18.0	13.2	84.7	41.8	197.6
	Accounts .	7.1	2.8	5.4	3.3	20.6	17.3	13.0	85.8	40.6	195.9
Medical Schools and Colleges.	Accounts 1896-97 .	...	...	2	...	31.6	3.1	13.4	18.7	16.9	83.0
	Budget .	...	...	3	...	31.3	3.4	14.0	17.8	17.0	84.7
	Revised .	...	...	3	...	30.2	3.3	13.2	19.3	17.6	83.9
	Accounts .	...	...	2	...	29.9	3.2	12.9	20.1	16.8	83.1
Lunatic Asylum	Accounts 1896-97 .	5	1.8	4.0	1.0	13.0	9.2	3.8	8.8	12.1	55.0
	Budget .	5	2.0	4.8	1.0	12.1	8.6	3.6	8.9	11.6	53.1
	Revised .	5	2.4	4.3	1.3	12.1	10.0	4.0	8.0	13.4	56.2
	Accounts .	5	2.2	4.4	1.2	11.7	10.1	4.1	8.7	13.2	56.1
Grants for Medical Purposes.	Accounts 1896-97 .	...	7	2.2	1.2	5.0	1.8	2	4	13.8	25.3
	Budget .	...	4	1.4	1.1	7	1.4	...	3	2.3	20.0
	Revised .	4.8	4.9	1.2	1.0	16.0	19.5	5.6	5.7	202.2	206.9
	Accounts .	6.0	6.6	1.2	1.0	31.6	25.1	13.3	6.4	205.3	296.5
Other Charges	Accounts 1896-97 .	...	1	4	...	5.6	2.3	2	2.3	2.5	13.3
	Budget .	...	1	4	...	4.7	2.3	3	2.3	2.5	12.0
	Revised .	...	1	4	...	4.3	2.1	2	2.2	2.4	11.7
	Accounts .	...	...	4	...	4.4	2.4	2	2.4	2.4	12.2
TOTAL	Accounts 1896-97 .	26.9	30.9	53.4	33.5	216.1	130.6	98.1	278.1	188.6	1,065.2
	Budget .	26.6	45.9	59.3	39.3	212.5	130.7	103.9	273.0	176.3	1,065.3
	Revised .	30.7	45.5	52.0	35.5	220.8	147.6	102.8	278.2	385.0	1,205.1
	Accounts .	31.6	40.1	52.6	36.7	234.6	150.7	107.9	281.6	387.7	1,308.9



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 24.—Medical—continued.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Pun- jab.	Mad- ras.	Bom- bay.	TOTAL.		
		Ster- ling.	Ex- change.	Total.	Total, including England.								
England	{	Accounts. 1896-97 . . .	6,9	4,0	11,5	{	Accounts. 1896-97 . . .	1,076,7					
		Budget . . .	6,9	4,6	11,5		Budget . . .	1,076,8					
		Revised . . .	17,8	10,0	27,8		Revised . . .	1,325,9					
		Accounts. 1897-98 . . .	16,9	9,6	26,5		Accounts. 1897-98 . . .	1,355,4					
Excess over Budget grant		{	Imperial	5,0	...	...	...	...	...	...	5,0		
		{	Provincial	...	2	...	5	22,1	20,0	4,0	7,7	210,8	255,3
Excess sanctioned by Local Government.		...	2	...	5	...	20,0	2,5	7,7	104,4	135,3		
" " " the Imperial Government.		1	...	...	...	14,0	...	...	...	100,0	114,1		
Excess awaiting sanction of the Imperial Government.		{	Imperial	4,9	...	...	...	...	...	...	4,9		
		{	Provincial	...	...	...	8,1	...	1,5	...	6,4	16,0	
Extra charges due to Famine		1	1,8	...	...	4,9	2,2	2	1,0	6,6	17,3		
" " " Plague		6,1	5,8	...	...	30,7	23,8	13,3	6,3	205,2	291,2		
Excess or Savings under Exchange Compensation Allowance.		1	4	3	4	1,7	7	5	1,4	+ 2	5,3		

161. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 263,6 and 263,7, respectively. There would have been no excess over the Budget but for the special charges under *Grants for Medical Purposes* connected with the bubonic plague in all the Provinces except Burma and Assam. The excess over the actuals of the previous year was also due to higher expenditure connected with the plague.

162. The saving under *Medical Establishments* was contributed by all the Provinces except India and the Central Provinces, and was due chiefly to the deputation of officers on Field Service in the North-Western Frontier and on famine and plague duty. Under *Vaccine Establishments and Sanitary Commissioner* the saving in India was due chiefly to less expenditure on Cholera Inoculation Experiments; in the Central Provinces it was due partly (8) to the employment of Sanitary Inspectors as Assistant Surgeons and the debit of their pay and travelling allowances to *Medical Establishments*, and partly (4,3) to less expenditure than was expected on Village sanitation consequent on short realizations of local subscriptions; in Bengal it was due partly to the deputation of officers to Bombay in connection with the plague (1,5), and partly to savings under establishment (8) and allowances (1,4). The excess in the North-Western Provinces is due to the recoveries from Municipalities for the Sanitary Engineer's Office having been credited to Advances Recoverable against the outstanding debit under that head, which was the result of the former practice of transferring the charges on this account to Advances Recoverable instead of being deducted from the charges for the year; in Madras the excess was chiefly due to an under-estimate, and in Bombay the excess, both over the Budget and the actuals of the previous year, was due to the appointment of an additional officer in connection with the inspection of passengers by sea. Under *Medical Schools and Colleges* the savings were due chiefly to the absence of officers; but in the Punjab it was partly due to less expenditure under Supplies and Services, and in Bombay partly to less outlay on English stores. In Madras the excess was chiefly due to an excessive deduction for probable savings, and to larger expenditure on the purchase of instruments, chemicals, and Europe stores. Under *Government Hospitals and Dispensaries* the excess in Assam (3,2) was due chiefly to the earthquake, which necessitated increased grants to Dispensaries (1,2), and larger outlay on petty construction and repairs (6), and to increased immigration (1,0); in Bengal it was due chiefly to the deduction for probable savings having proved too high (3,3), and to increased charges of the Campbell Hospital (1,1), partly counterbalanced by the non-payment of grants to certain hospitals and dispensaries (2,0), and to less outlay under supplies and services of the General Hospital; in Madras (8) the excess occurred in the Provincial Section (1,4), chiefly on account of medicines supplied by the Military Department, counterbalanced by saving of 5 in the Local Section; and in Bombay the excess (6,4) was chiefly due to a lump deduction of 5,0 in the Budget ordered by the Local Government, and to heavy charges for salaries of officers on famine duty, to larger issues of medicines and instruments for famine purposes, and to temporary establishments on account of plague, partly counterbalanced by less grants to hospitals and dispensaries. These excesses were almost covered by savings in the Central Provinces (1,6), due to the deputation of officers to the Public Works Department for famine duty (6), and to the provision (8), for creating a senior grade of Hospital Assistants not having been utilised; in Burma (3,8), due to the transfer of Assistant Surgeons to medical charge of districts and to Hospital Assistants having been below the sanctioned



## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 24.—Medical—continued.

strength, partly counterbalanced by increased outlay on Europe medicines and instruments (4), and on quinine obtained from the Government Quinologist, Madras, for sale in Burma (5); in the North-Western Provinces (2,2) in the grants for salaries and establishments (9), travelling allowances (4), and contingencies (5), of Local Hospitals and Dispensaries and in the grant for Female Dispensaries (4); and in Punjab (2,4) due to an over-estimate in the Local Section. The excess over the actuals of the previous year occurred chiefly in Assam (2,7), Bengal (2,9), Madras (3,0), and Bombay (2,4). In Assam and Bombay it was due to causes which caused the excess over the Budget, and in Bengal it was due to the high charges of the Campbell Hospital in diet and clothing of patients and larger grants made to Municipalities. Under *Lunatic Asylum* the excess, both as compared with the Budget Estimate and the actuals of the previous year, was chiefly due to increased expenditure on diet of patients owing to the prevailing high prices of food-grains.

163 The excess in England was due to the payment of pay, passages, etc., of Medical Officers and Lady Nurses in connection with the plague in Bombay.

## 25.—Political.

			India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Political Agents	Accounts.	1896-97	183.9	3.6	30.2	14.5	2.4	2.7	49.3	8.3	59.7	354.6
	Budget		192.4	4.2	32.8	15.6	2.5	2.9	49.5	8.2	60.5	365.6
	Revised	1897-98	188.0	3.2	30.0	15.4	2.1	3.0	53.5	8.5	60.6	364.3
	Accounts.		191.0	3.1	28.6	15.2	2.0	3.0	53.3	8.5	57.6	362.3
Charges on the N.- W. Frontier.	Accounts.	1896-97	89.2	...	...	...	...	...	66.6	...	...	155.8
	Budget		93.0	...	...	...	...	...	70.4	...	...	164.3
	Revised	1897-98	91.2	...	...	...	...	...	55.5	...	...	146.7
	Accounts.		90.2	...	...	...	...	...	51.9	...	...	142.1
Political Subsidies	Accounts.	1896-97	248.4	...	...	...	...	...	1.9	...	...	250.3
	Budget		193.6	...	...	...	...	...	1.9	...	...	205.5
	Revised	1897-98	151.0	...	...	...	...	...	2.3	...	...	153.3
	Accounts.		150.2	...	...	...	...	...	3.1	...	...	153.3
Entertainment of Envoys and Chiefs.	Accounts.	1896-97	2.8	...	1	1	...	...	7.5	...	1.6	12.1
	Budget		3.1	...	6	2	...	...	5.8	...	1.9	11.8
	Revised	1897-98	2.6	...	1	1	...	...	7.7	...	1.5	11.0
	Accounts.		2.9	...	1	1	2	...	5.9	...	1.8	11.0
Durbar Presents and Allowances to Vakeels.	Accounts.	1896-97	2.7	...	9	1	1.7	1	4	...	3.2	9.1
	Budget		4.8	1	1.4	3	1.4	2	1.2	...	3.9	12.3
	Revised	1897-98	5.3	1	1.7	2	1.4	...	3.0	...	3.9	15.0
	Accounts.		2.7	...	1.7	2	1.0	...	2.3	...	3.4	11.9
Refugees and State Prisoners.	Accounts.	1896-97	4.4	...	2	...	2	11.7	44.0	7	18.6	79.8
	Budget		3.2	...	3	...	1.5	11.7	43.2	1.1	15.6	76.6
	Revised	1897-98	3.2	...	3	...	1.5	11.6	43.0	1.2	22.5	83.3
	Accounts.		3.4	...	2	...	1.5	11.6	42.7	1.2	22.7	83.3
Other Charges	Accounts.	1896-97	46.2	4	4.0	2	4	2	31.9	...	18.2	101.5
	Budget		46.8	2	8.4	4	9	6	37.8	...	17.3	112.5
	Revised	1897-98	44.2	2	11.0	4	5	2	52.5	3	18.5	128.4
	Accounts.		45.0	2	9.6	2	8	2	57.5	4	18.2	131.9
TOTAL	Accounts.	1896-97	577.6	4.0	35.4	14.9	4.7	14.7	201.6	9.0	101.3	963.2
	Budget		521.8	4.5	43.5	19.5	6.5	15.4	209.8	9.4	99.2	947.6
	Revised	1897-98	486.1	3.5	48.1	16.1	5.5	14.8	217.5	10.0	107.0	903.6
	Accounts.		485.4	3.3	40.2	15.7	5.9	14.8	216.6	10.2	103.7	893.8
				Star- ling.	Ex- change.	Total.						
England.												
Mission to the Court of Persia.	Accounts.	1896-97	7.0	4.6	11.6							
	Budget		7.0	4.6	11.6							
	Revised	1897-98	7.0	3.9	10.9							
	Accounts.		7.0	3.9	10.9							
Her Majesty's Es- tablishment in China.	Accounts.	1896-97	12.5	8.3	20.8							
	Budget		12.5	8.2	20.7							
	Revised	1897-98	12.5	7.0	19.5							
	Accounts.		12.5	7.0	19.5							
Other Charges	Accounts.	1896-97	4.7	3.1	7.8							
	Budget		3.2	1.5	3.7							
	Revised	1897-98	5.0	2.8	7.8							
	Accounts.		4.3	2.8	7.6							
Total England	Accounts.	1896-97	24.2	16.0	40.2							
	Budget		21.7	14.3	36.0							
	Revised	1897-98	24.5	13.7	38.2							
	Accounts.		24.3	13.7	38.0							
						Total, including England.						
						Accounts. 1896-97. 1,003.4 Budget. 985.6 Revised. 1897-98. 981.8 Accounts. 932.8						







## Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—continued.

## 26.—Scientific and other Minor Departments.

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	Total.
SCIENTIFIC.												
Survey of India	Accounts.	1896-97	147.1	...	...	...	...	...	...	...	...	147.1
	Budget	1896-97	150.7	...	...	...	...	...	...	...	...	150.7
	Revised	1897-98	157.1	...	...	...	...	...	...	...	...	157.1
	Accounts.	1897-98	157.0	...	...	...	...	...	...	...	...	157.0
Geological and Other Surveys.	Accounts.	1896-97	24.9	...	3	1	...	...	...	2.6	...	27.9
	Budget	1896-97	27.2	...	1.0	1	...	...	...	3.1	...	31.4
	Revised	1897-98	25.8	...	4	1	...	...	...	2.6	...	28.9
	Accounts	1897-98	25.2	...	4	1	...	...	...	2.6	...	28.3
Meteorological De- partment.	Accounts.	1896-97	33.2	...	...	...	...	...	...	...	...	33.2
	Budget	1896-97	33.0	...	...	...	...	...	...	...	...	33.0
	Revised	1897-98	32.7	...	...	...	...	...	...	...	...	32.7
	Accounts.	1897-98	33.7	...	...	...	...	...	...	...	...	33.7
Other Scientific De- partments.	Accounts.	1896-97	10.8	2	3	2	4.0	1.0	4	5.7	3.6	26.2
	Budget	1896-97	10.6	2	5	2	3.9	1.2	4	6.2	3.5	26.7
	Revised	1897-98	10.6	2	7	2	4.1	1.2	4	5.4	3.4	26.2
	Accounts.	1897-98	10.1	2	5	2	4.2	1.3	4	6.8	3.7	27.4
AGRICULTURAL.												
Veterinary and Stal- lion charges.	Accounts.	1896-97	50.0	1.5	6.9	...	3.7	4.2	15.5	3.9	14.5	100.2
	Budget	1896-97	50.2	2.0	10.8	2	4.2	4.3	16.3	5.7	15.0	107.3
	Revised	1897-98	50.6	1.9	8.6	1	4.5	4.6	15.7	3.9	15.1	104.1
	Accounts.	1897-98	50.8	2.0	8.7	1	4.7	4.5	15.3	3.2	15.0	104.3
Other Charges	Accounts.	1896-97	3.2	3.6	1.3	2	30.8	14.9	12.7	11.7	7.7	86.1
	Budget	1896-97	4.3	4.8	1.9	2	32.3	16.8	13.1	12.2	8.5	94.1
	Revised	1897-98	2.8	3.8	1.2	5	31.7	15.6	12.8	12.9	7.4	88.7
	Accounts.	1897-98	2.3	3.9	1.1	3	32.3	16.5	13.1	13.0	6.8	89.3
LABOUR AND EMI- GRATION.	Accounts.	1896-97	1.0	2	4	3.9	7.0	6	6	2.0	2.5	18.1
	Budget	1896-97	9	1	4	5.0	6.8	7	5	2.3	2.7	19.4
	Revised	1897-98	1.0	1	4	5.2	6.4	6	5	1.9	2.6	18.2
	Accounts.	1897-98	1.0	2	4	3.9	6.6	6	6	1.8	2.8	17.9
STATISTICS	Accounts.	1896-97	3	1.1	2.1	4	2.9	1	1.3	4.7	2.1	15.0
	Budget	1896-97	2	1.2	2.2	5	2.5	...	1.6	4.9	1.8	13.2
	Revised	1897-98	2	1.1	3.7	5	3.3	...	1.2	4.6	2.2	16.8
	Accounts.	1897-98	2	1.2	3.4	5	3.2	...	1.1	4.7	2.3	16.6
MISCELLANEOUS	Accounts.	1896-97	4.0	1	...	...	1.3	4	5	12.1	1.8	20.1
	Budget	1896-97	3.8	2	4	...	1.2	5	4	11.4	1.5	19.3
	Revised	1897-98	4.4	1	2	...	1.2	4	6	12.0	1.0	19.9
	Accounts.	1897-98	4.4	1	2	...	1.2	4	7	11.4	1.2	19.6
TOTAL	Accounts.	1896-97	274.5	6.6	17.3	4.8	49.7	21.2	31.0	42.7	32.2	474.0
	Budget	1896-97	288.9	8.4	17.2	6.2	51.2	23.5	32.3	43.8	33.0	503.1
	Revised	1897-98	285.2	7.2	15.2	6.6	51.2	22.4	31.2	42.4	31.7	493.1
	Accounts	1897-98	285.3	7.6	14.7	5.1	52.2	23.3	31.2	43.5	31.8	494.7
Ster-ling. Ex- change. TOTAL.												
England	Accounts.	1896-97	30.1	19.9	50.0	Total, including England					Accounts 1896-97	534.0
	Budget	1896-97	28.3	18.7	47.0						Budget .	532.1
	Revised	1897-98	27.3	15.3	42.0						Revised .	535.7
	Accounts.	1897-98	26.1	14.7	40.8						Accounts	535.5
Excess over Budget Grant { Imperial Provincial												
Excess sanctioned by the Imperial Government												
Excess awaiting sanction { Imperial Provincial												
Extra charges due to Famine												
Savings under Exchange Compensation Allowance.												



Section D.—SALARIES AND EXPENSES OF CIVIL DEPARTMENTS—*concluded.*26.—Scientific and other Minor Departments—*concluded.*

167. The Indian expenditure showed a saving of 10.4 as compared with the Budget Estimate, and an excess of 20.7 as compared with the actuals of the previous year. The saving was the result of petty differences under the various heads, which are explained below; the principal savings occurred under *Geological and other Surveys* (3.3), and *Other Charges* (4.8). The excess over the previous year occurred chiefly under *Survey of India* (10.5), *Veterinary and Stallion Charges* (4.1), and *Other Charges* (3.2).

168. Under *Survey of India* there was a saving of 1.1, due chiefly to a saving of 1.5 under Head-Quarters Offices, owing to the absence on furlough and retirement of engravers (8), and to the deputation of the Superintendent, Simla Drawing Office, with the Tirah Field Force (1.7), partly counterbalanced by increased salary and travelling allowance charges of the Trigonometrical Office, Dehra. There was a saving under Survey Parties (12.5), but this was more than counterbalanced by smaller recoveries from Local Governments (13.9). As compared with the previous year the expenditure of Survey Parties showed an increase of 2.0, while the recoveries from Local Governments showed a decrease of 14.3, the net result being an increase of 16.3, which was reduced by savings under Controlling and Administrative Staff (2.5), due to absence of officers on furlough, and under Head-Quarters Offices (1.9), due to less expenditure in the Mathematical Instrument Manufactory, counterbalanced by increased establishment charges, chiefly of the correspondence and drawing branches and of the Trigonometrical Office, Dehra. Under *Geological and other Surveys* the saving in India (2.0) was the result of a number of petty variations, the principal of which occurred under travelling allowances of Geologists, and the Inspector of Mines and their establishments (6), under the grants for Working and Transport of boring rigs (2), for publication of special works in Europe (3), and for additional grant for works executed by Dr. Waagen (2). In Burma the provision of 5 for preservation of archaeological remains, 1 for travelling allowances, and 1 for contingencies of the Archaeological Department was not utilized, and in Madras the saving was due chiefly to the non-utilization of the provision of 3 for revision of the establishment of the Archaeological Survey. Under *Other Scientific Departments* the saving in India was due chiefly to the post of second Assistant Superintendent in the Central Museum having remained vacant, and the excess in Madras was due to the cost of Europe stores supplied to the Kodaikanal Observatory not provided for (1.2), counterbalanced by a saving due to the absence on leave of the Superintendent of the Museum. Under *Veterinary and Stallion Charges* the saving of 3.0 was contributed chiefly by Burma (2.1), and Punjab (1.0), due in both Provinces chiefly to the grants for purchase of bulls and stallions not having been utilized, and in Burma partly also to the full number of Veterinary Assistants not having been entertained. The excess in Burma, as compared with the previous year, was due to the number of such Assistants employed in 1897-98 being larger than in the previous year, and to a larger outlay on medicines and instruments. The saving in Madras was due to less expenditure on pony and mule breeding, and to the employment of officers on famine duty, and in Bombay it was due to the grant for purchase of stallions not having been utilized and to less outlay on the maintenance, etc., of stallions. The increase in India (6) was due chiefly to more expenditure on feed of stallions (1.1), owing to high prices of grains, to payment of grain compensation (3), and to larger contingent expenditure of the Imperial Bacteriologist (4), partly counterbalanced by savings under District Native Establishment (3), and under construction, repairs, and purchase of stables (3); and in Bengal the excess (5) occurred chiefly under contingencies. The excess in Bengal over the actuals of the previous year (1.0) was chiefly due to increase in the pay of lecturers, to larger outlay on hospital necessaries, and in the purchase and keep of cattle. Under *Other Charges* the saving in India (2.0) was due partly to the post of the Agricultural Chemist being vacant for some months, and partly to the grant for miscellaneous expenditure not being fully utilized. The saving in Bombay (1.7) was due chiefly to less expenditure on agricultural experiments (1.0), and to no provincial grants for Public Fairs having been paid to smaller grants for horse and cattle shows. The other variations under this head are not important. Under *Labour and Emigration* the saving in Assam (1.1) was due partly (7) to over-estimate of fees for inspecting tea gardens, and (4) to smaller recoveries from the Assam Administration for the deficit in the transactions of Inland Labour Transport Fund. Under *Statistics* the excess in Burma is due to the expenditure in connection with the preparation of the Upper Burma Gazetteer.

169. In England there was a decrease of 9 in grants for objects of a literary, scientific, or antiquarian character, of 1.0 in the purchase of stallions, and of 2 in the value of stores sent out.



## Section E.—MISCELLANEOUS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,066,6	RECEIPTS . . . . .	1,083,1	899,5	941,0

170. The receipts under this head fell short of the Budget Estimate by 82,1 and the actuals of the previous year by 125,6. The decrease, as compared with the Budget, was chiefly under Exchange (116,0), counterbalanced by an increase of 38,8 under miscellaneous, due to the revaluation of gold coins (12,6), to receipts from unclaimed deposits lapsing to Government (15,0), to fines realized from Frontier tribes and to the commutation value of lapsed Wasika pensions under the first and sixth Oudh Loans (31,0) reduced to the extent of 25,9 by a change in the method of adjusting recoveries on account of partition fees. The falling off, as compared with the actuals of the previous year, occurred chiefly under Exchange (100,2), and under Receipts in aid of Superannuation, Retired and Compassionate allowances (14,7) mainly in England.

## XXII.—Receipts in aid of Superannuation, Retired, and Compassionate Allowances.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	TOTAL.
Subscriptions to the Military, Military Orphan, and Me- dical Retiring Funds	Accounts. 1896-97 .	6,8	4	...	...	1,4	9	5	3,1	3,8	16,6
	Budget .	4,5	2	...	...	1,6	1,0	6	2,8	3,2	13,9
	Revised . 1897-98 .	4,7	...	...	...	1,6	7	2	2,3	3,7	13,2
	Accounts .	4,4	...	...	...	2,8	9	8	2,0	4,0	14,9
Subscriptions under the Indian Civil Service Family Pension Regula- tions	Accounts. 1896-97 .	9	1,6	1,8	9	3,2	3,8	2,0	3,0	2,9	20,2
	Budget .	8	1,6	1,7	7	3,1	3,9	1,4	3,0	3,7	19,4
	Revised . 1897-98 .	1,2	2,0	1,8	7	4,0	5,2	3,0	3,5	3,4	24,8
	Accounts .	1,3	2,0	1,7	9	4,5	4,9	2,6	3,3	3,4	24,6
Subscriptions to the Civil Funds	Accounts. 1896-97 .	8,2	1,8	2,8	8	12,1	9,7	5,5	4,2	6,7	50,7
	Budget .	5,8	1,9	2,9	8	11,0	9,4	5,9	3,7	6,2	47,6
	Revised . 1897-98 .	4,9	1,5	3,0	7	10,3	9,6	4,8	3,6	7,7	46,1
	Accounts .	5,3	1,3	3,0	5	10,3	9,7	4,9	3,3	7,7	46,0
Contributions for Pensions and Gra- tuities	Accounts. 1896-97 .	51,9	1,8	4,4	4	5,3	4,8	4,0	4,9	23,9	111,4
	Budget .	60,4	1,7	1,7	5	5,0	5,4	3,4	6,3	23,6	108,0
	Revised . 1897-98 .	60,8	2,0	8,2	3	4,6	4,2	4,7	6,0	24,0	114,8
	Accounts .	62,0	2,2	8,2	3	5,3	4,2	5,1	5,7	24,6	117,6
Other Items	Accounts. 1896-97 .	2,0	...	...	...	1,0	1	...	...	...	5,1
	Budget .	1,9	...	...	...	1,0	1	...	...	...	5,0
	Revised . 1897-98 .	1,9	...	...	...	1,0	1	...	...	...	5,0
	Accounts .	2,1	...	...	...	1,0	2	...	...	...	5,2
TOTAL	Accounts. 1896-97 .	79,8	3,6	9,0	2,1	22,0	19,3	12,0	15,1	37,3	202,2
	Budget .	73,4	5,4	6,3	2,0	21,7	19,8	11,3	15,8	36,2	192,0
	Revised . 1897-98 .	73,5	5,5	13,0	1,7	21,5	19,8	12,7	15,4	38,8	201,9
	Accounts .	75,1	5,5	12,9	1,7	23,9	19,8	13,4	14,3	39,7	206,3
		Stac- king.	Ex- change.	TOTAL.							
England	Accounts. 1896-97 .	93,8	62,0	155,8	Total, including England	Accounts. 1896-97 .					358,0
	Budget .	91,4	60,3	151,7							341,0
	Revised . 1897-98 .	87,0	48,7	135,7							337,0
	Accounts .	87,7	49,3	137,0							343,3

171. The receipts under this head are of a fluctuating character. The only variation which calls for notice is the increase under *Contributions for Pensions and Gratuities* in Burma which was due to contributions paid by officers lent to the Burma Railways Company not having been allowed for in the Budget.

172. In England the falling off was in the receipts of the Military Funds and subscriptions to Indian Civil Service Family Pensions.



## Section E.—MISCELLANEOUS—continued.

## XXIII.—Stationery and Printing.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Receipts from Sale of Stationery.	Accounts . 1896-97 .	1	...	6.3	1	6.9	1.3	2.4	5.4	5.1	27.6
	Budget .	1	...	5	1	6.6	1.1	2.0	5.1	5.1	20.6
	Revised . 1897-98 .	1	1	1.2	2	8.2	1.2	2.5	4.5	5.0	23.0
	Accounts .	3	2	1.0	2	10.5	1.0	2.5	4.0	4.8	24.5
Sales of Gazettes and other Publications.	Accounts . 1896-97 .	5.8	2	1.0	1	9.4	3.9	4	6.4	2.9	30.1
	Budget .	5.2	2	9	1	9.8	3.0	4	8.1	3.3	31.0
	Revised . 1897-98 .	5.7	2	1.5	1	9.3	3.2	3	5.2	3.0	29.1
	Accounts .	5.4	2	1.5	1	9.3	3.4	3	5.6	3.1	28.9
Other Press Re- ceipts.	Accounts . 1896-97 .	6.4	1.6	4	3	3.3	6.8	3.3	3.1	3.5	28.7
	Budget .	4.5	3.1	2	4	3.6	7.9	0.7	3.1	3.5	33.0
	Revised . 1897-98 .	6.2	1.6	5	2	3.1	4.5	3.3	2.5	3.4	25.3
	Accounts .	6.1	1.3	6	3	5.2	4.3	3.2	2.2	3.5	26.6
TOTAL	Accounts . 1896-97 .	12.3	1.8	7.7	5	19.6	12.0	6.1	14.9	11.5	86.4
	Budget .	9.8	3.3	1.6	6	20.0	12.0	9.1	16.3	11.9	84.6
	Revised . 1897-98 .	12.0	1.9	3.2	5	20.6	9.5	0.1	12.2	11.4	77.4
	Accounts .	11.8	1.7	3.1	6	24.9	8.7	6.0	11.8	11.4	80.0

173. The variations under this head are not large, but it may be explained that the increase under *Receipts from Sale of Stationery* was chiefly in the value of stationery supplied to State Railways. Under *Other Press Receipts* the variations are mainly due to over or under estimates, but in the North Western Provinces the decrease was chiefly due to the High Court now getting private appeals printed at private presses instead of through the Government Press as formerly, and in Punjab it was partly due to a reduction in the rates for printing by the Jail Department.

## XXIV.—Exchange.

STERLING AMOUNTS.				GAIN + OR LOSS — BY EXCHANGE.			
1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.	1896-97.	1897-98.
Accounts.	Budget.	Revised.	Accounts.	Accounts.	Budget.	Revised.	Accounts.
242.3	162.7	372.2	362.4	GUARANTEED COMPANIES	...	...	...
				SUBSIDISED AND OTHER COMPANIES—			
-34.2	-59.6	-22.5	-15.0	Southern Mahratta and Mysore	...	...	...
-4.9	70.7	22.3	31.1	Indian Midland and its Extension	...	...	...
2.7	-10.7	1	8.7	Bengal-Nagpur	...	...	...
-21.0	-38.0	-27.2	-25.8	Bengal Central	...	...	...
6.1	13.0	20.0	17.5	Rohilkhand-Kumaon	...	...	...
82.2	...	-231.7	-235.7	Assam-Bengal	...	...	...
-169.3	-301.2	-107.3	-309.8	Burma	...	...	...
				TOTAL SUBSIDISED AND OTHER COMPANIES	+105.3	+53.2	-48.2
				REMITTANCE ACCOUNTS.			
-401.9	198.5	45.6	39.8	East Indian Railway Advances	-54.7	+16.7	+14.7
43.9	40.0	40.7	31.7	Rajputana-Malwa Railway Advances	+1.3	...	+1.5
57.4	70.6	38.4	38.3	South Indian Railway ditto	+2.3	...	+2.3
78.4	191.4	191.5	189.7	Bengal and North-Western Railway Advances	+1.6	...	+11.7
34.7	238.0	187.9	168.2	Miscellaneous	-22.1	+13.8	+4.9
				TOTAL REMITTANCE ACCOUNTS	-71.6	+30.5	+35.3
				Lump alterations by Finance Department	...	-66.1	+37.5
				TOTAL	+144.2	+160.0	+60.0

174. It is somewhat difficult to compare the Budget Estimate and the accounts owing to the lump reduction on the total of the Budget Estimate. Taking, however, the detailed figures as they stand, apart from the lump deduction, the principal changes are explained below. Under *Guaranteed Companies* the reduction was mainly due to larger receipts for stores both on cash payment and by transfer to Revenue Account of the Bombay, Baroda and Central India (45.7) and the Great Indian Peninsula Railways (101.5), and to an over-estimate of the expenditure on stores and works on the Madras Railway (52.5). The reduction would have been larger by 35.0, but for the improvement in the rate of exchange. The principal variations under *Subsidised Railways* occurred on the Southern Mahratta (including Mysore)







## Section E.—MISCELLANEOUS—continued.

## XXV.—Miscellaneous—continued.

175. The Indian revenue under this head exceeded the Budget Estimate by 38.4 and the actuals of the previous year by 25.8. These improvements were mainly the results of increases of 12.6 in India under *Gain by Exchange on Transactions in India* owing to the re-valuation of gold coins, of 15.0 under *Unclaimed Deposits* and of 31.0 under *Extraordinary Items* in the North-Western Provinces (12.1) and Punjab (19.9), due in the former case to the adjustment of the commutation value of Waseka pensions lapsed to Government under the first and sixth Oudh Loans, and in the latter to fines realized from Frontier tribes in consequence of the recent expeditions, and the decrease of 25.9 under *Miscellaneous Fees, Fines and Forfeitures*, chiefly in Bengal, due to recoveries on account of partition fees being adjusted by deduction from charges under 3.—Land Revenue (para. 60) instead of by credit to this head as hitherto.

176. Under *Unclaimed Deposits* the increase occurred chiefly in Bengal, Punjab and Bombay; in Assam the refunds of lapsed deposits exceeded the amount which lapsed to Government and the excess was debited to 32.—Miscellaneous. Under *Government Audit Fees* the increase was due to the transfer in the Central Provinces and Burma to this minor head from *Other Items* of recoveries from Local Funds of the cost of local audit. The increase under *Contributions* was also due chiefly to the transfer from *Other Items* of recoveries from Incorporated Local Funds for cost of management and Local Audit in the Central Provinces, Assam and Bengal. The decrease under *Rents* was due to the transfer of receipts from staging bungalows to XXXII.—Civil Works. In Madras notwithstanding this transfer the receipts exceeded the Budget chiefly in choultry rents.

177. Under *Other Items* the increase was wholly in Bengal (10.9) and Madras (1.4), in the former 1.6 occurred in the Provincial Section and 11.4 in the Local, partly counterbalanced by the transfer referred to above, and in the latter in the Local Section due to larger sales of avenue clippings and larger receipts under sundries. The decrease in the other Provinces was mainly due to the transfers referred to above. In the North-Western Provinces the fall was chiefly under *Miscellaneous Nazul Receipts*, and in Punjab partly to the closing of the Khyber route (4.0) in consequence of the Afridi rising.



## Section E.—MISCELLANEOUS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts
5,856,7	EXPENDITURE . . . . .	5,913,0	5,724,5	5,716,8

178. The total expenditure in England and India was less than the Budget Estimate and the actuals of the previous year by 196,2 and 139,9. Apart from Exchange, to which the saving is mostly due, the expenditure in India exceeded the Budget Estimate and the actuals of the previous year by 28,8 and 62,0, respectively, and the sterling charges showed a decrease of 8,3 as compared with the Budget, and an increase of 6,7 when compared with the previous year's actuals. Under Civil Furlough and Absentee Allowances the sterling charges fell short of the Budget by 38,3; under Superannuation the sterling and Indian expenditure exceeded the Budget by 17,5 and 22,5, respectively; under Stationery and Printing there was an excess in India of 13,6 and in England of 6,7, and under Miscellaneous there was a saving in India of 14,7 owing to the transfer to 45.—Civil Works of charges on account of staging bungalows, while the expenditure in England showed an excess of 5,9, chiefly in the cost of Insignia of Indian Orders.

## 27.—Territorial and Political Pensions.

		India.	Central Provinces.	Burma.	Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Territorial and Political Pensions.	Accounts. 1896-97 . . . . .	16,8	24,8	...	8	99,8	89,8	21,0	65,1	66,2	384,3
	Budget . . . . .	10,4	25,0	...	1,0	109,1	89,1	20,0	63,9	65,6	384,1
	Revised . . . . .	10,9	24,8	...	9	113,5	88,1	22,2	63,4	64,8	388,6
	Accounts. 1897-98 . . . . .	10,4	24,6	...	9	114,1	87,2	22,2	62,4	70,2	392,0
Charitable Allowances.	Accounts. 1896-97 . . . . .	4,1	...	15,4	...	7	6,9	9,0	3	8	37,4
	Budget . . . . .	4,1	...	15,4	...	7	6,8	8,7	2	3	36,2
	Revised . . . . .	4,1	...	14,9	...	7	6,8	8,8	2	3	35,8
	Accounts. 1897-98 . . . . .	4,1	...	14,9	...	6	6,6	9,2	2	3	35,9
TOTAL.	Accounts. 1896-97 . . . . .	20,9	24,8	15,4	8	100,5	96,7	30,0	65,4	67,0	421,5
	Budget . . . . .	14,5	25,0	15,4	1,0	109,8	95,9	28,7	64,1	65,9	420,3
	Revised . . . . .	15,0	24,8	14,9	9	114,2	94,9	31,0	63,6	68,1	424,4
	Accounts. 1897-98 . . . . .	14,5	24,6	14,9	9	114,7	93,5	31,4	62,6	70,5	427,9
England . . . . .	Accounts. 1896-97 . . . . .	9,6	6,3	15,9	Total, including England. {					Accounts. 1896-97 . . . . .	432,4
	Budget . . . . .	9,4	6,2	15,6						Budget . . . . .	435,9
	Revised . . . . .	9,4	5,3	14,7						Revised . . . . .	439,1
	Accounts. 1897-98 . . . . .	9,3	5,2	14,5						Accounts. 1897-98 . . . . .	441,4
Excess over Budget Grant, Imperial . . . . .		...	...	...	...	4,9	...	2,7	...	4,6	12,3
Excess sanctioned by the Imperial Government . . . . .		...	...	...	...	4,4	...	...	...	...	4,4
" awaiting sanction of Imperial Government . . . . .		...	...	...	...	5	...	2,7	...	4,6	7,8

179. The Indian expenditure exceeded the Budget Estimate and the actuals of the previous year by 7,6 and 6,4, respectively. The excess occurred in Bengal (4,9), Punjab (2,7), and Bombay (4,6), being due in the first two cases, chiefly to arrear payments, but in Punjab the excess was partly due to a payment of 1,2 to Malik Mani Khan, under the orders of the Government of India. In Bombay the increase was due to the adjustment in connection with the advance for liquidating the debts of Zai-ul-Nissa Ladi Begum, the daughter of Mir Jafar Ali Khan of Surat, partly counterbalanced by the postponement of the grant to the Angria family. The saving in the other Provinces was chiefly due to lapses, but in the North-Western Provinces it was partly counterbalanced by payment of Wasika pensions for an extra month in consequence of the lunar leap year (2,1), and in Madras it was enhanced by a Tanjore pensioner not having drawn her pension for nine months. The excess over the actuals of the previous year was due mainly to the above causes, and in Bengal was enhanced by payment of pension of the



## 27.—Territorial and Political Pensions—continued.

### 28.—Civil Furlough and Absentee Allowances.

180. The charges incurred in this country depend on the number and grade of officers lent to foreign service who happen to be on leave. The figures do not call for any remark save that the trifling excesses in India and the North-Western Provinces require formal sanction. In England the saving (38,3) occurred mainly in the absentee allowances of officers of the Indian Civil Services. The small excesses of 1 in India and 1 in Punjab require to be sanctioned.

			India.	Central Prov. inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Superannuation and Retired Allowances.	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	51.1 51.7 51.4 53.3	27.6 27.8 28.4 28.9	39.1 33.3 36.9 33.6	9.8 11.0 10.5 10.3	195.6 201.0 200.6 200.4	202.3 205.3 213.7 212.4	98.3 100.8 107.0 105.1	153.7 160.4 156.7 155.6	185.7 191.5 190.2 189.7	963.2 984.8 1,001.4 999.1	
Compassionate Allowances.	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	1.6 1.6 1.6 1.6	5 6 5 5	... ... ... ...	... 1 1 1	1.7 2.2 2.2 1.5	2.8 3.1 2.7 2.6	2.0 2.3 2.7 2.5	2.7 2.5 2.3 2.5	3.4 3.3 3.3 3.1	14.7 15.7 15.6 15.4	
Gratuities	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	2 1 3 3	8 2 3 3	1.3 1.6 3.1 5.0	2 2 1 1	8 7 1.7 1.7	9 1.1 9 9	1.1 8 8 1.1	1.3 1.5 1.8 1.8	2.0 1.3 1.3 1.3	8.0 7.5 10.3 12.5	
Military Orphan and Medical Retiring Funds.	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	... ... ... ...	1 1 1 1	3 ... 3 3	1 ... 1 1	4.5 3.6 3.8 5.4	1.2 1.2 1.2 1.8	7 7 1.0 1.1	9 1.3 9 6	1.1 6 7 7	8.9 7.6 8.1 10.1	
Pensions of the Military Funds.	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	4 3 3 3	... ... ... ...	... ... ... ...	... ... ... ...	9 9 1.5 1.0	2.6 2.4 2.4 2.4	6 9 8 9	1.8 1.8 1.7 2.1	1.1 1.2 1.2 1.2	7.4 7.5 7.9 7.9	
Pensions of the Civil Funds.	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	1.4 1.5 1.5 1.4	... ... ... ...	... ... ... ...	... ... ... ...	2 2 2 2	... ... 1 1	... ... ... ...	8 8 7 7	... ... 3 3	2.4 2.5 2.8 2.7	
Other Charges	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	4 ... ... 1	... ... ... ...	... ... 1 1	... ... ... ...	... ... ... ...	1 ... ... ...	5 5 7 8	1 ... 8 7	2 ... ... ...	1.3 5 1.6 1.7	
TOTAL	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	55.1 55.2 55.1 57.0	28.4 28.7 29.3 29.8	40.7 30.9 40.4 42.0	10.1 11.4 10.8 10.6	203.7 208.6 216.0 210.2	209.9 213.1 221.0 220.2	103.2 106.0 113.0 112.5	161.3 168.3 165.1 164.0	193.5 197.9 197.0 196.3	1,005.9 1,026.1 1,047.7 1,048.6	
			Ster- ling.	Ex- change.	TOTAL.							
England	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	1,874.5 1,884.2 1,904.7 1,901.7	1,238.8 1,243.6 1,066.6 1,070.9	3,113.3 3,127.8 2,971.3 2,972.0		Total, including England.	Accounts . 1896-97 . Budget . Revised . 1897-98 . Accounts .	4,119.2 4,153.9 4,010.0 4,021.2				







Section E.—MISCELLANEOUS—continued.  
30.—Stationery and Printing—continued.

		India.	Central Prov- ince.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras	Bom- bay.	TOTAL.		
Other Charges	Accounts. 1896-97	5	1.1	...	...	3.6	4.2	7.5	4.2	7	22.7		
	Budget	5	2.0	...	2	3.3	5.0	6.8	7.7	6	20.1		
	Revised	6	2.8	...	...	3.3	3.3	7.5	4.8	6	22.0		
	Accounts. 1897-98	4	4.3	...	2	3.0	4.2	7.2	4.4	1.5	25.8		
TOTAL	Accounts. 1896-97	—143.3	17.6	56.5	10.2	307.3	67.9	46.3	130.6	117.0	610.4		
	Budget	—147.4	18.3	60.7	9.8	310.2	67.4	48.8	130.7	120.7	625.4		
	Revised	—144.8	19.0	56.0	10.6	310.0	64.7	47.6	136.1	120.7	633.9		
	Accounts	—177.5	23.8	56.2	10.7	337.5	60.6	48.0	145.1	128.3	639.0		
ENGLAND.		Sterling	Ex- change.	TOTAL.									
Stores	Accounts. 1896-97	35.8	23.6	59.4									
	Budget	41.3	27.2	68.5									
	Revised	51.0	28.5	79.5									
	Accounts. 1897-98	47.8	26.9	74.7									
Other Charges	Accounts. 1896-97	6.0	4.0	10.0	Total, including England.	Accounts. 1896-97	Budget	Revised	Accounts. 1897-98	679.5			
	Budget	5.5	4.3	10.8							704.7		
	Revised	6.0	3.7	10.3								723.7	
	Accounts	6.7	3.7	10.4									724.1
Total England	Accounts. 1896-97	41.8	27.6	69.4									
	Budget	47.8	31.5	79.3									
	Revised	57.6	32.2	89.8									
	Accounts	54.5	30.6	85.1									
Excess over Budget Grant		Imperial	...	...	...	17.3	...	...	3.8	...	...		
		Provincial	...	5.3	...	4.3	...	...	10.5	7.8	21.1		
Excess sanctioned by		Local Government	...	5.3	...	...	...	...	10.5	7.8	24.4		
		Imperial	...	...	...	15.0	...	...	3.8	...	18.8		
Excess awaiting sanc- tion of Government.		Imperial	...	...	...	2.3	...	...	...	...	2.3		
		Provincial	...	...	...	4.3	...	...	...	...	4.3		
Extra charges due to Famine		3	1.0	...	...	6	2	9	...	1.7	4.7		
Savings under Exchange Compensation allow- ance		1	...	1	...	...	...	...	...	...	2		

185. The Indian expenditure under this head exceeded the Budget Estimate and the actuals of the previous year by 13.6 and 28.9, respectively. The excess occurred mainly under *Purchase of Stationery* (17.5), chiefly in Bengal (16.3) and Madras (3.2); the former was partly covered by an additional grant of 15.0 sanctioned by the Government of India, Finance and Commerce Department letter No. 947-A., dated 24th February 1898, and the latter was covered by an additional grant of 5.0 sanctioned by the Government of India. The excess over the actuals of the previous year also chiefly occurred under this head.

186. Under *Government Presses* the increase in India (3.9) was due to more printing work done in the Central Press in consequence of famine, plague, and the frontier disturbances. In the Branch Press at Simla there was higher expenditure on temporary establishment and overtime allowances. In Assam the excess (1.0) was chiefly due to expenditure incurred in connection with the earthquake, and in Bombay (1.7), it was due chiefly to heavy freight charges on stores received from Europe, to forwarding charges, and to grain compensation. These excesses were more than covered by savings in the other Provinces, the principal being 6.5 in Burma, due to less outlay on extra and overtime establishment (3.2), and to the non-utilization of the provision of 2.0 for stores and stock from England, 1.5 in the North-Western Provinces due to the High Court getting private appeals printed at private presses instead of through the agency of the Government Press as formerly, and 1.4 in Punjab due chiefly to a reduction in the rates for lithographic printing (2.5), counterbalanced by higher charges for temporary establishments in the Civil Secretariat Press, owing mainly to increase in printing work due to famine. Under *Stationery supplied from Central Stores*, the Budget was exceeded in all the Provinces due to under-estimate, the excess in the Central Provinces and Bombay was no doubt largely due to the increased demand in consequence of the famine; and in Madras the high demand is attributed to the completion of the previous year's indents and fuller compliance with indents for 1898-99, to the supply of special water-marked paper for plaints to the Superintendent of Stamps, to famine and to large supplies of type-writers. Under *Other Charges* the only important variations occurred in the



## Section E.—MISCELLANEOUS—continued.

## 20.—Stationery and Printing—continued.

Central Provinces, Bombay and Madras; the excesses (2.3) and (9) in the first two cases respectively were under *Printing at Private Presses*, due in the former to the transfer to the *Pioneer Press* of work formerly done in the Government Press, while in Madras the saving was due chiefly to the provision for printing Settlement Registers not having been utilised.

187. In England the demand for stores was larger than anticipated.

## 32.—Miscellaneous.

		India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Allowances and Re- wards.	Accounts. 1896-97 .	2	1	1.8	3	6	8	1.1	5	1.5	6.9
	Budget .	2	1	1.8	4	1.0	7	9	9	1.0	7.6
	Revised . 1897-98 .	2	1	1.5	2	7	7	8	5	1.1	5.8
	Accounts .	2	1	1.6	2	8	3	7	5	9	5.3
Remittance Charges.	Accounts. 1896-97 .	5.4	1.1	1.9	1.1	2.8	4.5	3.8	2.3	2.6	25.5
	Budget .	3.4	1.2	1.3	1.6	3.0	4.1	1.8	2.2	1.4	20.0
	Revised . 1897-98 .	4.3	1.6	2.1	9	4.0	3.5	5.4	5.4	5.0	32.2
	Accounts .	2.4	1.2	1.7	8	4.1	3.1	4.3	5.3	5.4	28.3
Charitable Dona- tions.	Accounts. 1896-97 .	8	1.2	3	5	11.1	3.8	5	5.6	7.3	31.1
	Budget .	8	2	3	4	10.3	3.7	6	5.8	7.6	29.7
	Revised . 1897-98 .	8	1.2	2	5	10.6	3.7	6	5.9	7.3	30.9
	Accounts .	8	1.2	4	6	10.5	3.9	5	5.8	7.3	31.0
Rewards for De- struction of Wild Animals.	Accounts. 1896-97 .	1	2.3	1.7	1.2	1.4	9	1.0	2.5	6	17.7
	Budget .	1	2.1	1.8	1.8	1.8	9	1.1	2.4	6	12.6
	Revised . 1897-98 .	1	1.7	2.2	1.6	1.8	1.0	1.0	2.4	5	12.3
	Accounts .	1	1.5	2.1	1.4	1.4	9	7	1.9	5	10.5
Petty Establishments.	Accounts. 1896-97 .	1.4	3.0	12.7	3.9	7.5	4.2	8.7	28.3	1.6	71.3
	Budget .	1.6	3.1	14.8	4.3	8.0	4.6	9.0	27.5	1.7	74.6
	Revised . 1897-98 .	1	1.4	11.6	2.0	3.6	2.3	6.6	27.4	6	55.6
	Accounts .	1	1.4	11.4	2.0	3.2	2.6	6.8	26.4	6	54.5
Special Commis- sions of Enquiry.	Accounts. 1896-97 .	3.6	...	...	...	8	1	...	1	3	4.9
	Budget .	...	...	...	...	1.0	2	...	2	...	1.4
	Revised . 1897-98 .	4.4	...	...	...	5	1	...	...	...	5.0
	Accounts .	4.5	...	...	...	7	...	1	...	...	5.3
Irrecoverable Loans written off.	Accounts. 1896-97 .	...	1	2	...	3	1.9	1	5	...	2.4
	Budget .	...	...	1	...	4	1	1	1	...	8
	Revised . 1897-98 .	...	...	1	...	2	1	1	5	...	1.0
	Accounts .	...	1	1	...	1	1	...	2	...	6
Rents, Rates, and Taxes.	Accounts. 1896-97 .	2.1	1	2.7	3	2.7	...	...	8	9.8	18.5
	Budget .	2.1	...	2.7	4	3.1	...	...	9	9.9	19.1
	Revised . 1897-98 .	2.2	...	2.8	2	2.7	...	...	8	9.9	18.6
	Accounts .	2.2	1	2.7	1	2.5	...	...	8	9.9	18.3
Extraordinary Items.	Accounts. 1896-97 .	...	...	...	...	...	...	...	...	...	...
	Budget .	...	...	...	...	...	...	...	...	1	1
	Revised . 1897-98 .	1	...	...	...	...	...	...	...	...	1
	Accounts .	...	...	...	...	1	...	...	...	...	1
Other Items .	Accounts. 1896-97 .	1.1	2.6	2.4	1.6	7.0	3.3	1.6	9.4	7.5	36.5
	Budget .	7	2.2	1.8	1.2	8.8	6.5	3.1	13.5	3.9	41.7
	Revised . 1897-98 .	1.1	1.9	2.0	2.6	6.6	3.3	3.5	10.6	6.4	38.0
	Accounts .	1.3	1	1.5	2.7	8.7	2.5	2.9	12.5	6.8	39.0
TOTAL	Accounts. 1896-97 .	14.7	10.5	23.7	8.9	34.2	18.8	16.8	50.0	31.2	208.8
	Budget .	8.9	8.9	24.6	10.1	37.5	20.8	16.6	53.5	26.8	207.6
	Revised . 1897-98 .	13.3	7.9	22.6	8.0	30.7	14.7	18.0	53.5	30.8	199.5
	Accounts .	11.6	5.7	21.5	7.8	32.1	13.4	16.0	53.4	31.4	192.9
		Star- ling.	Ex- change.	TOTAL.							
England	Accounts. 1896-97 .	21.7	14.3	36.0	Total, including England.						
	Budget .	21.0	13.8	34.8							
	Revised . 1897-98 .	30.3	17.0	47.3							
	Accounts .	26.9	15.2	42.1							
							Accounts. 1896-97 .		244.8		
							Budget .		242.4		
							Revised . 1897-98 .		240.8		
							Accounts .		235.6		



## Section E.—MISCELLANEOUS—concluded.

## 32.—Miscellaneous—continued.

	India	Central Provinces	Assam	Bengal	N.-W. P. and S. P.	Punjab	Madras	Bombay	Total.
Excess over Budget Grant, Imperial . . . . .	3.0	...	5	...	1.1	...	2.6	3.3	6.3
Excess sanctioned by Imperial Government . . . . .	...	...	...	...	1.0	...	...	3.3	6.1
Excess awaiting sanction of the Imperial Government, Imperial . . . . .	3.0	...	5	...	1	...	2.6	1	6.5
Extra charge due to Famine . . . . .	4.4	4	...	...	2	3	...	...	5.4

188. The Indian expenditure fell short of the Budget Estimate and the actuals of the previous year by 14.7 and 15.9, respectively. The decrease occurred chiefly under *Petty Establishments*, and was due mainly to the transfer of charges on account of staging bungalows to 45.—Civil Works. Compared with the previous year the decrease was also mainly due to this transfer.

189. Under *Remittance charges* there was an increase of 8.3, contributed mainly by Bombay (4.0), Punjab (2.5), Madras (3.1), and Bengal (1.1), being due in the last two cases, chiefly to transfers to districts affected by the famine, and in Bengal partly also to the removal of money held in Currency chests to Calcutta. In Bombay there were large remittances for resource purposes, and in Punjab in connection with the Frontier disturbances. Under *Charitable Donations* the excess in the Central Provinces was due to payments made for the support of famine orphans. Under *Special Commissions of Enquiry* the expenditure in India represents charges on account of the Indian Famine Commission. Under *Other Items* the excess in India (6) represents the loss incurred by the exchange of Bhopali rupees for Government rupees; the saving in the Central Provinces was due to no adjustment having been made for rent of Telegraph lines; in Assam the excess (1.5) was due to the special contributions of 2.0 and 1 made to the Welsh and the Roman Catholic Missions respectively for the restoration of schools and hospitals in the Khasi Hills destroyed by the earthquake; and in the North-Western Provinces the saving (4.0) was due partly to expenditure on account of plague provided for under this head having been transferred to 24.—Medical (2.5), and partly to savings under books and periodicals (7), and other petty items (8).

190. The increase in England was due to higher expenditure on Insignia of Indian Orders (4.0) and to charges in connection with the Royal Commission on Indian Expenditure, mainly owing to the detention on duty of the Comptroller and Auditor General in England (9), and to larger refunds of fines and penalties incurred by contractors (2.9), partly counterbalanced by smaller payments in respect of stores lost in transit to India (1.8).



## Section F.—FAMINE RELIEF AND INSURANCE.

1896-97. Accounts. 2,126,4 EXPENDITURE Budget. 3,666,2 1897-98. Revised. 5,414,2 Accounts. 5,363,1

191. The failure of crops during the years 1896 and 1897 having necessitated heavy expenditure, provision of 3,641,2 was made in the Budget Estimate for expenditure on direct Famine Relief. An accurate forecast of the expenditure was not possible at the time the Budget was framed owing to the absence of any reliable data regarding the extent to which and the time over which relief operations would be necessary. There being considerable excess of expenditure in many Provinces, the Revised Estimate was raised to 5,391,8 to meet this calamity, which, however, proved to be more than sufficient. As the charges for actual Famine Relief works were expected to exceed the limit fixed in normal years for the Famine Insurance Grant, the charges for the construction of Protective Railways was shown under 48.—State Railways. Provision of 25,0 was made for the construction of *Protective Irrigation Works*. The net charge on the revenues (456,5) for Protective Railways, constructed through the agency of the Companies which is shewn under Railway Revenue Account, brought the Famine Insurance Grant to 4,122,7.

192. The following statement shows the total amount chargeable to this grant, and its distribution:—

*Famine Relief and Insurance.*

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
2,079,5	Famine Relief	3,641,2	5,391,8	5,325,6
46,9	Construction of Protective Irrigation Works	25,0	22,4	37,5
2,126,4	TOTAL	3,666,2	5,414,2	5,363,1

*Railway Revenue Account.*

229,0	Net charges on account of Indian Midland Railway	239,2	151,2	152,4
209,9	" " " Bengal-Nagpur Railway	217,3	217,0	300,5
438,9	TOTAL	456,5	368,2	352,9
2,565,3	GRAND TOTAL	4,122,7	5,782,4	5,716,0

## 33.—Famine Relief.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
2,0	India	1,3	8,2	7,5
302,4	Central Provinces	680,0	1,340,0	1,345,8
55,3	Burma	66,6	61,7	62,8
244,0	Bengal	1,004,8	889,4	886,5
942,3	North-Western Provinces	850,0	1,069,0	1,070,7
86,4	Punjab	167,8	125,6	99,3
56,3	Madras	200,4	928,6	905,3
325,7	Bombay	670,3	965,5	945,0
2,065,6	TOTAL	3,641,2	5,389,0	5,322,9
8,4	England	...	1,8	1,7
5,5	Exchange	...	1,0	1,0
2,079,5		3,641,2	5,391,8	5,325,6



## Section F.—FAMINE RELIEF AND INSURANCE—continued.

## 33.—Famine Relief—continued.

193. The actuals show an excess of 1,681,7 over the Budget Estimate. Of this excess 1,200,1 occurred in the Public Works portion. In Burma, Bengal, and Punjab the Estimates on the whole were sufficient, but in the last two there were excesses in the Provincial portion. There were considerable excesses in the other Provinces, the largest of which occurred in Madras and Central Provinces. The variations were chiefly due to the fact that the Estimates were based on insufficient data.

194. The charges in India are due to the deputation of Mr. James as Vice President of the Charitable Relief Fund, the office expenses of that fund, and the employment of officers on famine duty in Native States. The excess of 54,3 in Punjab under Provincial was due to the transfer of the Famine charges, not falling under Local, from Imperial to Provincial under orders of the Government of India. The following table shows the grants made to cover excess expenditure and the amounts still requiring formal sanction :—

	India.	Central Prov- inces.	Burma.	Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Mad- ras.	Bom- bay.	TOTAL.
Excess over Budget Grant	4,2	667,1	...	...	...	220,7	...	715,7	372,3	1,980,0
	...	...	...	...	6,2	...	54,3	...	...	60,5
Excess sanctioned by Imperial Government	...	610,0	...	...	...	220,7	...	657,7	295,0	1,782,8
" awaiting sanction of the Imperial Government	6,2	57,1	...	...	...	...	...	56,6	77,3	197,2
Imperial Government { Provincial	...	...	...	...	6,2	...	54,3	...	...	60,5

## 35.—Construction of Protective Irrigation Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
...	INDIA	...	...	...
...	N-W. PROVINCES AND OUDH—	...	...	...
4,4	Betwa Canal	2,2	2,7	2,0
...	PUNJAB—	...	...	...
20,3	Swat River Canal	1,0	2,8	2,1
...	MADRAS—	...	...	...
20,4	Rushikulya project	16,9	13,9	14,4
...	BOMBAY—	...	...	...
1,3	Nira Canal	6	6	4
...	Mhasvad tank	5	...	...
4	Chankapur tank	3,8	...	2,1
1	Other Works	...	2,4	16,5
46,9		25,0	22,4	37,5

195. The decrease was due chiefly to the Kalpani Rajbaha of the Swat River Canal having been nearly completed during 1896-97, and partly to the approaching completion of the Rushikulya project. The increase over the Budget and Revised Estimates was mainly due to the transfer to this head of the normal expenditure on famine relief work done on the Chankapur, Maladevi, and Shetphal tanks in Bombay. The excesses of 1,1 in Punjab, and 14,2 in Bombay require to be sanctioned.



**Section G.—37.—CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance).**

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
12.8	EXPENDITURE . . . . .	7.3	4.7	3.8

196. The following are the details of the amount spent under Provincial, nothing having been charged to this head under Imperial, and the explanation of the differences between the Actuals of 1896-97 and 1897-98, as well as between the Actuals and the Budget Estimate of the last-named year :—

PROVINCIAL.							
1896-97. Accounts.			Budget.	1897-98. Revised.	Accounts.		
6.6	ASSAM—						
	Jorhat Railway . . . . .		3.1	1.5	7		
—8	Cherra-Companygunj Railway . . . . .		...	—4	—5		
5.8	TOTAL . . . . .		3.1	1.1	2		
	MADRAS—						
6.9	Mayavaram-Mutpet Railway . . . . .		3.4	2.8	2.8		
	BOMBAY—						
5.2	Hyderabad-Shadipalli Railway . . . . .		8	8	8		
12.8	GRAND TOTAL, PROVINCIAL . . . . .		7.3	4.7	3.8		

197. The net decrease occurred chiefly on the Jorhat Railway, owing to the purchase in the previous year of two locomotive engines and to certain adjustments in connection with English Stores.



## Section H.—RAILWAYS.

198. The following is a general statement of the Revenue Account, taking the gross figures for Guaranteed Railways instead of the net figures shown in the Finance and Revenue Accounts:—

1897-98.	State Railways.	Guaranteed Railways.	Subsidised Companies.	Miscellaneous.	TOTAL.
GROSS RECEIPTS .	19,044.5	5,414.6	15.0	...	24,474.1
WORKING EXPENSES .	8,713.4	3,213.2	...	...	11,926.6
Surplus Profits .	487.8	110.3	...	...	598.1
Interest .	7,182.3	3,377.1	...	...	10,559.4
Annuities .	2,676.7	...	...	...	2,676.7
Land and Supervision .	...	15.9	113.8	...	129.7
Miscellaneous Railway Expenditure .	...	...	...	16.2	16.2
TOTAL EXPENDITURE .	19,060.2	6,716.5	113.8	16.2	25,906.7

## NET GAIN OR LOSS TO GOVERNMENT—

1897-98 .	15.7	-1,301.9	-98.8	-16.2	-1,432.6
1896-97 .	-1,096.7	-1,438.4	-61.0	-63.9	-2,660.0
1895-96 .	493.9	-1,061.8	+7.0	-71.6	-1,620.3
1894-95 .	737.5	-1,535.7	+25.0	-100.3	-2,348.5
1893-94 .	666.3	-778.9	+13.1	-103.4	-1,535.5

199. These figures show that *State Railways* did better than in 1896-97. Under *Receipts* there was an increase of 1,404.9 due to a revival of traffic after the Famine and to the Frontier Expedition, and though the *Expenditure* was more by 323.9 the net result was better than the previous year's by 1,081.0.

200. There was an increase of 276.8 in *Working Expenses* due to increased train mileage run, and a decrease of 57.7 for *Interest* and *Annuities* owing to improvement in Exchange; and there was an increase of 104.8 in the surplus profits paid to companies, consequent on increased earnings.

201. The working of *Guaranteed Railways* resulted in a loss of 1,301.9, which was less by 136.5 than the loss of the preceding year. There was a decrease of 432.8 in the *Net Traffic receipts*, whilst the charge for *Interest* was less by 220.1 by reason of the rise in Exchange.

202. The net loss to Government on the Revenue Account of Railways, as shown above, is considerably affected by the fluctuations in the rate of exchange, which are eliminated in the following figures, showing in each year the net loss or gain for State and Guaranteed Railways, if the rate of exchange had not varied from that of 1886-87:—

	State Railways.	Guaranteed Railways.	TOTAL.
1897-98 .	+ 674.0	-898.8	-224.8
1896-97 .	- 63.1	-823.0	-886.1
1895-96 .	+ 882.2	-232.4	+ 649.8
1894-95 .	+ 856.7	-553.4	+ 343.3
1893-94 .	+ 316.6	-188.9	+ 127.7
1892-93 .	- 234.1	-321.7	-555.8
1891-92 .	+ 315.5	-210.2	+ 105.3
1890-91 .	- 552.5	-262.0	-814.5
1889-90 .	- 746.0	-529.6	-1,275.6
1888-89 .	- 991.1	-682.1	-1,673.2
1887-88 .	-1,002.0	-811.4	-1,813.4
1886-87 .	- 375.1	-675.6	-1,050.7

203. The figures show that the net results, apart from variations in Exchange, improved steadily year by year from 1887-88 to 1895-96, with the single exception of 1892-93, when there was a serious falling off in the wheat export traffic. In 1896-97 traffic receipts were injuriously affected by famine and plague. In the past year, however, owing to a revival of traffic after the famine and to the Frontier expedition, there was an improvement, apart from Exchange, of 661.3.



## Section H.—RAILWAYS—RECEIPTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
20,297.8	RECEIPTS . . . . .	20,682.4	21,167.3	21,260.9

204. The following are the items comprised in this group, particulars of which are given in the succeeding statements :—

1896-97. Accounts.		Budget.	1896-97. Revised.	Accounts.
17,639.6	State Railways (gross) . . . . .	18,023.7	18,995.0	19,044.5
2,634.2	Guaranteed Railways (net) . . . . .	2,630.0	2,160.0	2,201.4
24.0	Subsidised Companies . . . . .	28.7	12.3	15.0
20,297.8	TOTAL . . . . .	20,682.4	21,167.3	21,260.9

205. *State Railways.*—The gross receipts were better by 1,404.9 than those of the previous year. The principal increases occurred on the East Indian, North-Western, Oudh and Rohilkhand, Bengal and North-Western, Indian Midland, and Burma Railways.

206. On the East Indian Railway the increase was due chiefly to pilgrim traffic during October and December 1897, which were considered auspicious months for religious ceremonies, as well as during January 1898 in connection with the solar eclipse and the *Māgh mela*; to large despatches of Ordnance and Commissariat stores, and to the running of a great number of troop, extra and mule trains in connection with the North-West Frontier expeditions; to increased traffic in rice, wheat, cotton piece-goods, coal, and railway materials carried for foreign lines. On the North-Western Railway the increase was due chiefly to the Frontier expedition, assisted by the revival of the wheat trade. The increase on the Oudh and Rohilkhand Railway was due to a return to ordinary traffic, the depressing effects of the famine having ceased, and to the Military traffic in connection with the operations on the North-West Frontier. The increase on the Bengal and North-Western Railway was due to the earnings of the previous year having been reduced below the average by reason of the prevailing famine; to the line having been extended; and to the development of traffic *via* Burhwal during 1897-98. The increase on the Indian Midland Railway was due to an improvement in traffic in wheat, oil-seeds, sugar and jagree, salt and piece-goods, the traffic increasing as times became easier, and to increased receipts on account of mileage and demurrage due to the revival of the export trade, as well as to the adjustment of arrears of shunting at joint stations. The increase on the Burma Railway was due to the continued prosperity of Lower Burma, the result of the good crops, the high price of paddy and consequent good trade, and to the general development of the railway.

207. Compared with the Budget Estimate there was an increase of 1,020.8, of which 584.2 occurred on the East Indian Railway, and was due to pilgrim and military traffic receipts; the increases of 482.8 and 83.6 on the North-Western and Indian Midland Railways were due to the same causes which led to the increase as compared with the actuals of the previous year. The increase of 109.3 on the Burma Railway was due to the Budget Estimate having been kept at a moderate figure, as it was considered unlikely that the earnings of the previous year, which were greatly in advance of those of the year before that, would be maintained; a second year, however, of general prosperity made the estimate incorrect.

208. *Guaranteed Railways.*—The net receipts were 432.8 below those of the previous year, the falling off occurred on the Bombay, Baroda and Central India, and Great Indian Peninsula Railways, and was the result of a decrease in the traffic and increase in working expenses of both the Railways. The falling off in traffic was due to famine and plague, and the increase in expenses to heavy outlay in connection with the renewal of carriage and wagon stock.



## Section II.—RAILWAYS—RECEIPTS—continued.

## XXVI and 38.—State Railways—Gross Receipts and Working Expenses.

				Budget, 1897-98.			Revenue, 1897-98.			Accounts, 1897-98.			
Gross Receipts.	Working Expenses.	Net.	Capital Outlay to 31st March 1899.	Railways.	Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.
IMPERIAL.													
2,450.2	1,688.7	3,702.3	37,078.0	East Indian	5,300.3	1,643.0	3,657.3	5,900.3	1,707.0	4,193.3	5,281.3	1,679.3	4,205.2
1,053.4	604.1	448.3	11,373.8	Eastern Bengal	1,520.0	508.0	912.0	1,520.0	570.0	950.0	1,530.0	560.4	969.6
2,011.0	944.3	1,066.7	15,055.9	Rajputana-Malwa (a)	2,250.0	1,008.6	1,241.4	1,900.0	967.8	932.2	1,974.5	930.9	1,043.6
8,879.9	1,710.6	1,177.3	45,305.2	North-Western	3,000.0	1,800.0	1,200.0	3,500.0	1,870.0	1,630.0	3,402.8	1,630.0	1,772.8
1,180.0	450.1	368.3	11,884.5	Oudh & Rohilkhand	800.0	470.0	330.0	900.0	475.0	425.0	881.1	401.5	479.6
6,129.9	338.5	200.4	6,964.9	Bengal-Nagpur	680.0	340.0	340.0	590.0	310.0	280.0	613.3	317.1	296.2
565.0	437.3	127.7	16,261.3	Bengal & North-Western & Tirhoot	620.0	458.4	161.6	620.0	460.0	160.0	620.0	443.3	176.7
455.7	280.9	174.8	8,893.4	Indian Midland	485.0	200.0	285.0	565.0	310.0	255.0	568.6	312.6	256.0
698.8	378.8	280.6	9,275.0	Southern Mahratta	680.0	382.5	297.5	615.0	367.7	247.3	617.5	365.5	252.0
890.3	490.7	410.6	7,337.7	South Indian	910.0	530.0	380.0	800.0	475.0	325.0	804.4	473.1	331.3
26.3	81.8	4.4	5,673.0	Burma	700.0	447.5	252.5	845.0	496.4	348.6	860.3	503.2	357.1
15,518.7	7,415.7	8,112.0	168,753.7	TOTAL	17,023.3	7,978.0	9,045.3	17,003.3	8,110.5	8,892.8	17,044.2	7,986.1	9,058.1
OTHER RAILWAYS, IMPERIAL.													
3.2	3.0	1.6	23.5	Palampur-Deesa	4.0	2.8	1.2	3.8	2.7	1.1	4.0	2.7	1.3
10.4	10.1	6.3	230.7	Bhopal	18.3	10.8	7.5	15.5	9.0	6.5	15.2	9.1	6.1
20.6	12.2	8.4	490.6	Wardha Coal	20.0	18.0	2.0	20.0	18.0	2.0	19.0	17.0	2.0
52.1	34.6	17.5	185.7	Warora Colliery	52.0	40.0	12.0	52.0	39.5	12.5	53.2	39.6	13.6
30.1	30.7	—0.6	119.1	Unaria Colliery	42.5	40.0	2.5	38.2	38.2	—0.0	38.5	37.7	0.8
66.4	67.5	—1.1	6,801.2	Assam-Bengal	130.0	104.0	26.0	102.5	86.0	16.5	100.8	89.8	11.0
93.5	55.0	37.0	1,183.5	Bengal Central	95.0	57.0	38.0	120.0	64.0	56.0	118.4	60.3	58.1
79.3	51.0	28.3	959.9	Lucknow-Bareilly	83.0	51.4	31.6	88.0	51.4	36.6	89.9	52.2	37.7
48.7	27.8	20.9	590.3	Quatal-Mysore	45.0	20.0	25.0	62.5	37.0	25.5	63.7	37.8	25.9
6.1	5.1	1.0	59.8	Frontier	6.0	4.0	2.0	6.4	4.0	2.4	6.4	4.0	2.4
138.4	91.5	66.8	1,484.1	Benarasi-Madras (European Section)	150.0	90.0	60.0	190.0	109.0	81.0	189.9	118.6	71.3
200.0	203.2	29.8	5,833.5	Mysore	200.0	195.0	5.0	210.0	210.0	—0.0	210.0	210.0	—0.0
30.8	...	30.8	1,140.7	East Coast (c)	35.0	...	35.0	27.0	...	27.0	28.1	...	28.1
888.6	602.2	286.4	19,097.4	TOTAL OTHER RAILWAYS, IMPERIAL	940.8	613.0	327.8	1,035.0	666.1	368.9	1,042.0	670.6	371.4
16,417.3	8,018.0	8,398.4	187,851.1	TOTAL	17,964.1	8,591.0	9,373.1	18,038.3	8,776.6	9,261.7	18,086.2	8,657.7	9,429.5
Surplus Profits and share of net earnings, etc.													
...	180.3	—180.3	—	East Indian	...	157.0	—157.0	...	273.0	—273.0	...	273.0	—273.0
...	84.1	—84.1	—	Rajputana-Malwa	...	101.4	—101.4	...	47.2	—47.2	...	47.2	—47.2
...	13.7	—13.7	—	Bengal Central	...	9.5	—9.5	...	14.0	—14.0	...	14.0	—14.0
...	1.5	—1.5	—	Lucknow-Bareilly	...	1.6	—1.6	...	1.6	—1.6	...	1.6	—1.6
...	75.0	—75.0	—	Southern Mahratta	...	62.5	—62.5	...	22.0	—22.0	...	22.0	—22.0
...	17.6	—17.6	—	Mysore	...	15.0	—15.0	...	20.1	—20.1	...	20.1	—20.1
...	30.3	—30.3	—	South Indian	...	23.0	—23.0	...	35.0	—35.0	...	35.0	—35.0
...	...	...	...	Burma	...	...	...	...	16.6	—16.6	...	16.6	—16.6
...	383.0	—383.0	—	TOTAL SURPLUS PROFITS, ETC.	...	377.0	—377.0	...	479.8	—479.8	...	487.6	—487.6
16,417.3	8,401.0	8,015.4	187,851.1	TOTAL IMPERIAL	17,964.1	8,968.0	8,996.1	18,041.8	9,256.3	8,785.5	18,086.2	9,156.3	8,957.7
PROVINCIAL.													
718.1	380.1	338.0	—	Burma	...	...	...	...	...	...	...	...	...
9.2	7.3	1.9	90.3	Tirbat	10.8	7.1	3.7	10.0	8.0	2.0	10.7	8.2	2.5
3.7	3.6	0.1	70.9	Cherra-Companygunj	2.6	2.4	0.2	...	0.4	—0.4	...	0.9	—0.3
448.2	...	448.2	—	Eastern Bengal	...	...	...	...	...	...	...	...	...
10.4	12.5	2.1	183.8	Hyderabad-Shadipalli	18.0	12.8	5.2	18.0	12.9	5.1	21.8	14.6	6.6
26.7	15.0	11.7	249.7	Mayavaram-Mutupet	27.0	17.0	10.0	25.0	15.0	10.0	25.8	15.0	10.8
1,223.3	417.7	805.6	600.7	TOTAL PROVINCIAL	37.6	39.3	18.3	53.6	42.3	11.3	58.3	44.7	13.6
17,640.6	8,455.6	9,184.8	188,451.8	GRAND TOTAL	18,001.7	8,607.3	9,393.4	18,095.4	9,298.9	8,800.0	18,144.5	9,201.2	9,441.1

\* Not receipts.

(a) Includes the Godhra-Rutlam-Nagda Railway.

(b) Outlay on Tirhoot Railway.

(c) Includes the Benarasi-Madras Railway.



## Section H.—RAILWAYS—RECEIPTS—continued.

## STATE RAILWAYS—IMPERIAL.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
1,700.2	Coaching . . . . .	1,737.3	1,726.6	1,749.8
3,671.8	Goods . . . . .	3,479.8	4,075.6	4,065.7
78.9	Miscellaneous and Suspense . . . . .	93.2	98.1	69.0
5,450.9	TOTAL . . . . .	5,300.3	5,900.3	5,884.5

209. The receipts, compared with the actuals of the previous year, show an increase of 433.6. There was an increase under *Coaching* of 49.6, the reasons for which have already been given in para. 206. Under *Goods* there was an increase of 393.9, due largely to traffic in rice, wheat, cotton piece-goods, coal and railway materials carried for foreign railways. Compared with the Budget Estimate there was an increase of 584.2. The Budget Estimate was placed at a very low figure, owing to uncertainty as to the prospects of the year in consequence of the plague and the scarcity that prevailed at the time. The famine, however, instead of adversely affecting the traffic, contributed most favourably towards developing the *Goods* traffic of the line by the movement of imported food-grains to the famine-stricken districts. Although the famine and plague affected ordinary *Coaching* traffic to a certain extent, the loss was more than compensated for by the pilgrim and military traffic referred to already. The total receipts of the year would have been still greater had the outstandings on traffic account been realized to the extent anticipated.

## Eastern Bengal Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
522.5	Coaching . . . . .	520.0	483.0	491.8
888.4	Goods . . . . .	920.0	939.2	949.5
89.7	Miscellaneous and Suspense . . . . .	80.0	97.8	88.9
1,500.6	TOTAL . . . . .	1,520.0	1,520.0	1,530.2

210. The receipts were better than those of the previous year by 29.6. There was a decrease of 30.7 under *Coaching* traffic, due, in a great measure, to the stoppage of traffic owing to damages caused by the earthquake of 12th June 1897, and to the famine of 1896-97, which materially affected the 3rd class passenger traffic, plague regulations also affected this traffic. The increase of 61.7 under *Goods* traffic occurred in the last quarter of the year, and was due partly to the splendid jute crop of the year 1897, and partly to the carriage of construction stores for the Hajipur extension of the Tirhoot State Railway, and for the branch lines in connection with the Eastern Bengal Railway. The same causes account for the variations as compared with the Budget and Revised Estimates. No share of net earnings was creditable to the Local Government under the Provincial Contract from 1st April 1897: the year 1896-97 was the last in which a moiety of net receipts was so credited.

## Rajputana-Malwa Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
684.9	Coaching . . . . .	680.0	600.0	610.4
1,265.8	Goods . . . . .	1,540.0	1,317.5	1,326.1
60.3	Miscellaneous and Suspense . . . . .	30.0	42.5	38.0
2,011.0	TOTAL . . . . .	2,250.0	1,960.0	1,974.5

211. Contrasted with the actuals of the previous year the receipts showed a net decrease of 36.5. Under *Coaching* traffic there was a decrease of 74.5, due partly to the stringent measures adopted to restrict the movement of passengers from areas affected by the plague, and partly to the period, April to September 1897, having been considered unpropitious for marriages. There was an increase of 60.3 under *Goods*, due to an improvement in traffic in grain and pulse, salt and sugar, owing to the revival of trade after the famine of 1896. Compared with the Budget Estimate, there were decreases of 69.6 and 213.9 under *Coaching* and *Goods*, respectively, due to the expected improvement in traffic not having been realized.



Section H.—RAILWAYS—RECEIPTS—*continued.*

## North-Western Railway.

1897-98. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
1,065.5	Coaching . . . . .	1,080.0	1,284.0	1,291.7
1,720.5	Goods . . . . .	1,850.0	2,150.0	2,154.6
101.9	Miscellaneous and Suspense . . . . .	70.0	66.0	36.5
2,887.9	TOTAL . . . . .	3,000.0	3,500.0	3,482.8

212. The receipts, as compared with the actuals of the previous year, show an increase of 594.9, due mainly to the Frontier expedition and to the revival of the wheat trade after the famine. The increase would have been still larger, but for the heavy outstandings with the Commissariat. Department in connection with the Frontier expedition. Compared with the Budget Estimate there was an increase of 482.8 due to the same causes.

## Oudh and Rohilkhand Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
	Coaching . . . . .	360.0	380.0	375.2
425.3	Goods . . . . .	480.0	445.0	435.2
98.1	Miscellaneous and Suspense . . . . .	40.0	75.0	71.7
818.6	TOTAL . . . . .	880.0	900.0	882.1

213. Compared with the actuals of the previous year there was an increase of 63.5. The increases under *Coaching* and *Goods* are attributable to a return to ordinary traffic and to the military traffic in connection with the operations on the North-West Frontier. The increase under *Miscellaneous and Suspense* was due almost entirely to receipts for hire of stock lent to the East Indian and Eastern Bengal Railways, and to mileage and demurrage of stock on foreign lines. The actuals approximate closely to the Budget Estimate.

## Bengal-Nagpur Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
154.6	Coaching . . . . .	155.0	132.2	132.7
409.9	Goods . . . . .	447.0	411.0	434.7
48.4	Miscellaneous and Suspense . . . . .	48.0	46.8	47.9
612.9	TOTAL . . . . .	650.0	590.0	615.3

214. Compared with the Budget Estimate there was a decrease of 34.7 due to short export of grain and to plague precautions. Compared with the Revised Estimate there was an increase of 25.3 of which 23.7 occurred under *Goods* traffic, due to the revival of traffic towards the close of the year.



## Section H.—RAILWAYS—RECEIPTS—continued.

## Bengal and North-Western and Tirhoot Railways.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
217.9	Coaching . . . . .	240.0	240.0	240.5
271.9	Goods . . . . .	310.4	290.0	306.2
25.2	Miscellaneous and Suspense . . . . .	69.6	90.0	78.5
<u>565.0</u>	TOTAL . . . . .	<u>620.0</u>	<u>620.0</u>	<u>625.0</u>

215. Compared with the actuals of the previous year there was an increase of 60.0, due to the earnings of 1896-97 having been below the average owing to famine, and to the line having been extended. The variations from the Budget and Revised Estimates are small.

## Indian Midland Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
219.0	Coaching . . . . .	218.7	220.0	221.4
318.5	Goods . . . . .	310.2	368.9	374.3
7	Miscellaneous and Suspense . . . . .	11.1	14.6	21.3
<u>538.2</u>	TOTAL . . . . .	<u>540.0</u>	<u>613.5</u>	<u>617.0</u>
52.5	Deduct -Bhopal Railway earnings . . . . .	55.0	48.5	48.4
<u>485.7</u>	Total Indian Midland Railway proper . . . . .	<u>485.0</u>	<u>565.0</u>	<u>568.6</u>

216. Compared with the actuals of the previous year there was an increase of 82.9, of which 55.8 occurred under *Goods* earnings, due to an improvement in traffic in wheat, oil-seeds, sugar and jagree, and salt and piece-goods. Under *Miscellaneous and Suspense* the increase was due chiefly to receipts on account of mileage and demurrage having increased, and to the adjustment of arrears of shunting at joint stations. Compared with the Budget Estimate, there was an increase of 83.6 due to the causes stated above.

## Southern Mahratta Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
230.9	Coaching . . . . .	240.0	165.0	164.5
409.5	Goods . . . . .	400.0	440.0	443.5
18.4	Miscellaneous and Suspense . . . . .	10.0	10.0	9.5
<u>658.8</u>	TOTAL . . . . .	<u>650.0</u>	<u>615.0</u>	<u>617.5</u>

217. The receipts, as compared with the actuals of the previous year, show a net decrease of 41.5. There was a decrease of 66.4 under *Coaching*, due to a fall in passenger traffic on account of the measures adopted by Government for the prevention of the spread of the plague. Under *Goods* there was an increase of 34.0, due to the larger movements of food grains, owing to the famine. Compared with the Budget Estimate, there was a net decrease of 32.5 due to the same cause which led to the variations as compared with the actuals of the previous year.

## South Indian Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	EARNINGS—			
486.2	Coaching . . . . .	481.0	475.0	475.3
397.6	Goods . . . . .	415.0	389.0	390.0
15.5	Miscellaneous and Suspense . . . . .	14.0	26.0	29.1
<u>899.3</u>	TOTAL . . . . .	<u>910.0</u>	<u>890.0</u>	<u>894.4</u>

218. The variations are not important.



## Section H.—RAILWAYS—RECEIPTS—continued.

Burma Railway.				
1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
EARNINGS—				
405,1	Coaching . . . . .	391,0	425,0	424,7
388,6	Goods . . . . .	355,0	400,0	421,1
10,6	Miscellaneous and Suspense . . . . .	14,0	20,0	13,5
804,3	TOTAL . . . . .	760,0	845,0	869,3

\* Includes Mu Valley and Provincial receipts.

219. Compared with the actuals of the previous year there was an increase of 65,0, of which 29,6 and 32,5 occurred under *Coaching* and *Goods*, respectively, due to the continued prosperity of Lower Burma, the result of the good crops, the high price of paddy and consequent good trade, and to the general development of the Railway. Compared with the Budget Estimate, the increase was 109,3. It was thought to be improbable that the earnings for the year would keep up to the standard of 1896-97.

## Other State Railways—Imperial.

1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
888,6	940,8	1,035,9	1,042,0

220. Compared with the actuals of the previous year there was an increase of 153,4, the principal being those of 24,9 on the Bengal Central Railway, of 40,2 on the Assam Bengal Railway, of 10,6 on the Lucknow-Bareilly Railway, of 15,0 on the Guntakal-Mysore Frontier Railway, and of 31,5 on the Mysore State Railway, due to the development of passenger and goods traffic and of 40,2 on the East Coast Railway, due to development of traffic on the sections recently opened to traffic. There were other small increases and decreases, which are unimportant.

221. The actuals exceeded the Budget Estimate by 101,2. There were increases, aggregating 138,7, of which the principal were 23,4 on the Bengal Central Railway, 18,7 on the Guntakal-Mysore Frontier Railway, 39,9 on the Mysore State Railway, and 46,2 on the East Coast Railway, due to general development of passenger and goods traffic; whilst the decreases amounted to 37,5, of which 23,4 was on the Assam-Bengal Railway, due to the great loss in the earnings caused by the earthquake of June 1897 and the severe cyclone which visited the Chittagong end of the line in October of the same year.

## STATE RAILWAYS—PROVINCIAL.

1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
56,0	57,6	53,8	58,3

\* Omitting Eastern Bengal and Burma Railways.

222. The variations are small.



## Section H.—RAILWAYS—RECEIPTS—continued.

## XXVII.—Guaranteed Companies—Net Traffic Receipts.

ACCOUNTS, 1896-97.			GUARANTEED RAILWAY COMPANIES.	BUDGET, 1897-98.			REVISED, 1897-98.			ACCOUNTS, 1897-98.			Guaranteed interest, 1897-98.	Total Receipts less Charges.
Gross Receipts.	Working Expenses.	Net.		Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.	Gross Receipts.	Working Expenses.	Net.		
1,321,6	716,3	805,3	Bombay, Baroda and Central India	1,600,0	800,0	800,0	1,390,0	770,0	620,0	1,401,2	780,0	611,2	681,6	36.27
3,063,8	1,784,0	1,379,8	Great Indian Peninsula	3,030,0	1,750,0	1,300,0	2,830,0	1,800,0	970,0	2,873,1	1,873,7	999,4	1,863,3	67.23
1,099,8	550,7	549,1	Madras	1,090,0	560,0	530,0	1,140,0	570,0	570,0	1,139,7	550,6	589,1	833,2	48.39
5,485,2	3,051,0	2,434,1	Total	5,720,0	3,110,0	2,630,0	5,360,0	3,200,0	2,160,0	5,414,0	3,213,3	2,200,7	3,377,1	56.34

## Gross Receipts.

223. The actual receipts during the year under review fell short of those of the previous year by 270,6. The decrease occurred on the Bombay, Baroda and Central India and Great Indian Peninsula Railways due to famine and plague, while on the Madras Railway there was an increase, owing to the improvement in traffic in grain and pulse.

The total gross receipts have fallen short of the Budget Estimate by 325,4 as under:—

Bombay, Baroda and Central India Railway . . . . .	—198,2
Great Indian Peninsula Railway . . . . .	—176,9
Madras Railway . . . . .	+49,7

224. The decrease on the Bombay, Baroda and Central India Railway occurred both under *Coaching* and *Goods*, but principally in *Coaching*, due to the movements of the population being restricted by the plague regulations. On the Great Indian Peninsula Railway famine, combined with plague, was the cause of the decrease. The increase on the Madras Railway is attributed chiefly to large movements of grain owing to the famine.

## Working Expenses.

225. The total working expenses were more than those of the previous year by 162,2. The increase on the Bombay, Baroda and Central India Railway is accounted for chiefly by the heavy expenditure in connection with the renewal of carriage and wagon stock, and that on the Great Indian Peninsula Railway is attributed to heavier replacements of axles, and to repairs and renewals of a larger number of vehicles.

The actual expenses exceeded the provision made in the Budget Estimate by 103,2, as follows:—

Bombay, Baroda and Central India Railway . . . . .	—11,1
Great Indian Peninsula Railway . . . . .	+123,7
Madras Railway . . . . .	—9,4

226. The increase on the Great Indian Peninsula Railway is accounted for by the abnormal expenditure on the replacement of axles and by increased traffic in the last three months of the year.



## Section H.—RAILWAYS—RECEIPTS—concluded.

## XXVIII.—Subsidised Companies (Repayment of Advances of interest).

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	INDIA—			
24.0	Mysore Railway . . . . .	28.7	10.3	13.0
	ENGLAND—			
...	Rohilkund-Kumaon Railway . . . . .	...	1.3	1.3
...	Exchange . . . . .	...	7	7
24.0	TOTAL . . . . .	28.7	12.3	15.0

227. The credit under India represents the amount recoverable from the Mysore Durbar in settlement of the net charge for interest paid to the Southern Mahratta Railway Company in connection with the Mysore Railway. The details of the amounts recoverable are given below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	INDIA—			
	MYSORE RAILWAY—			
79.7	Interest on Capital . . . . .	79.7	74.9	75.0
6.5	Less—Charge for interest borne by Government for the unexpended balance of the Capital retained in its hands . . . . .	6.0	4.6	5.4
73.2		73.7	70.3	69.6
49.2	Net receipts . . . . .	45.0	60.0	56.6
24.0	Net charge for interest recoverable from the Mysore Durbar . . . . .	28.7	10.3	13.0

228. The credit under England represents the Government share of surplus profits of the Rohilkund-Kumaon Railway paid to the Secretary of State in England.



## Section H.—RAILWAYS—EXPENSES.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
22,957.8	EXPENDITURE . . .	23,499.2	22,801.3	22,693.5

229. The actuals were less than those of the previous year by 264.3, and than the Budget Estimate by 805.7. The charges on account of exchange were, however, lower than the actuals of the previous year by 536.8 and than the Budget Estimate by 585.7. The following figures detail the expenditure under the several heads, exchange being shown separately so as to bring out the variations apart from that item :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>STATE RAILWAYS—</b>				
8,819.6	Working Expenses . . .	9,027.3	9,299.1	9,291.2
4,807.8	Interest on Debt . . .	4,988.2	4,968.1	4,962.3
1,712.6	Annuities . . . . .	1,712.5	1,712.5	1,712.4
260.1	Interest on Advances . . .	300.5	305.1	306.6
737.7	Interest on Capital Deposits .	819.5	801.1	801.4
<u>16,337.8</u>	<b>TOTAL . . .</b>	<u>16,848.0</u>	<u>17,085.9</u>	<u>16,983.9</u>
<b>Exchange—</b>				
644.7	Interest on Debt . . . . .	640.9	543.8	546.8
1,131.7	Annuities . . . . .	1,130.2	959.0	964.3
144.6	Interest on Advances . . .	144.3	122.6	123.3
477.5	Interest on Capital Deposits .	528.0	439.5	441.9
<u>2,398.5</u>	<b>TOTAL . . .</b>	<u>2,443.6</u>	<u>2,064.9</u>	<u>2,076.3</u>
<u>18,736.3</u>	<b>TOTAL . . .</b>	<u>19,291.6</u>	<u>19,150.8</u>	<u>19,060.2</u>
<b>GUARANTEED RAILWAYS—</b>				
475.4	Surplus Profits, etc. . . . .	303.0	145.8	126.2
2,169.2	Interest . . . . .	2,176.6	2,163.6	2,163.7
<u>2,644.6</u>	<b>TOTAL . . .</b>	<u>2,479.6</u>	<u>2,309.4</u>	<u>2,289.9</u>
<b>Exchange—</b>				
1,428.0	Interest . . . . .	1,431.8	1,206.7	1,213.4
<u>4,072.6</u>	<b>TOTAL . . .</b>	<u>3,911.4</u>	<u>3,516.1</u>	<u>3,503.3</u>
<b>SUBSIDISED COMPANIES—</b>				
85.0	Land . . . . .	236.2	110.8	113.8
63.9	<b>MISCELLANEOUS RAILWAY</b>			
	<b>EXPENDITURE . . .</b>	60.0	23.6	16.2
<u>22,957.8</u>		<u>23,499.2</u>	<u>22,801.3</u>	<u>22,693.5</u>

230. Under *State Railways*, compared with the actuals of the previous year, there was an increase of 381.6 in Working Expenses due to the heavier traffic worked; and of 154.5 in Interest on Debt resulting from the progress of State Railway construction; while under *Guaranteed Companies* there was a decrease of 349.2 in Surplus Profits, etc., due chiefly to the Great Indian Peninsula Railway not having earned any surplus in the first half of 1897, and to the share paid to the Bombay, Baroda and Central India Railway Company being less than in the previous year by 120.2.

231. The increase compared with the Budget Estimate under Working Expenses of State Railways 173.9 was due to improvement in traffic. Under Guaranteed Railways the decrease was chiefly due to the Bombay, Baroda, and Central India Railway having earned no



## Section H.—RAILWAYS—EXPENSES—continued.

surplus during the second-half of 1897, and to the provision for land to be acquired for the Calicut-Cannanore Branch of the Madras Railway having been only partially utilized owing to delay in commencement of construction operations.

## 38.—State Railways—Working Expenses.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
8,819,6	EXPENDITURE	9,027,3	9,299,1	9,201,2

232. The details of these amounts by individual railways are given on page 87. An explanation of the increases over the actuals of the previous year, and over the figures of the Budget Estimate is given below. There was an excess of 168,5 under Imperial, which was covered by an additional grant sanctioned in Finance and Commerce Department No. 5430-A., dated 16th December 1897. Under Provincial there was an excess in Assam of 5,5, of which 5,3 was sanctioned by the Local Government, and a still require to be sanctioned; in Bombay there was an excess of 1,8, which still awaits sanction.

## STATE RAILWAYS—IMPERIAL.

## East Indian Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
WORKING EXPENSES—				
457,7	Maintenance	462,6	450,0	403,0
454,8	Locomotive	448,9	461,0	472,4
165,8	Carriage and Wagon	160,7	170,0	146,7
332,7	Traffic	320,0	350,0	352,8
277,7	General, Miscellaneous and Suspense	250,8	276,0	304,9
1,688,7	TOTAL WORKING EXPENSES	1,643,0	1,707,0	1,679,3
160,3	Share of surplus profits paid to the Company, and contribution to Provident Fund	157,0	273,0	273,9
1,849,0	TOTAL	1,800,0	1,980,0	1,953,2

233. The chief variations were increases in *Locomotive and Traffic* expenses, owing to increased traffic and improved lighting of vehicles, and decreases in *Maintenance and Carriage and Wagon*, due to various petty causes. Under *Company's Share of Surplus Profits, etc.*, the increase was due to increased earnings.

## Eastern Bengal Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
WORKING EXPENSES—				
126,0	Maintenance	123,8	137,7	135,0
147,0	Locomotive	165,4	171,0	166,1
47,2	Carriage and Wagon	58,0	43,0	48,2
139,9	Traffic	136,7	145,0	147,2
150,0	General, Miscellaneous and Suspense	124,1	173,3	164,9
604,1	TOTAL	608,0	670,0	666,4

234. The main variations were the increases under *Maintenance* due to repairs of damages caused by the earthquake of 12th June 1897, under *Locomotive* expenses due to the replacement of 6 broad-gauge locomotive engines, and increase under *General, Miscellaneous and Suspense* due to increases under Secretary of State's charges, salaries of management and accounts establishment; to hire of locomotives from the Oudh and Rohilkhand Railway, and to mileage and demurrage of foreign vehicles owing to the increased traffic.



## Section H.—RAILWAYS—EXPENSES—continued.

## Rajputana-Malwa Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
191.2	Maintenance . . . . .	187.1	217.3	202.2
354.2	Locomotive . . . . .	412.3	354.1	341.2
88.8	Carriage and Wagon . . . . .	98.6	93.4	92.4
156.6	Traffic . . . . .	162.3	159.0	161.0
152.0	General, Miscellaneous and Suspense . . . . .	148.2	144.0	139.2
942.8	<b>TOTAL WORKING EXPENSES</b>	1,008.6	967.8	936.0
	Share of surplus profits paid to the Bombay, Baroda and Central India Railway Company, and contribution to Provident Fund . . . . .	101.4	47.2	56.1
84.1				
1,026.9	<b>TOTAL</b>	1,110.0	1,015.0	993.0

235. Compared with the actuals of the previous year there was a decrease under *Locomotive* expenses 13.0, due to reduced consumption of coal and to the carriage of less coal, and under *General, Miscellaneous and Suspense* 12.8, due chiefly to fluctuations in suspense accounts. The decrease of 28.0 in *Surplus Profits, etc.*, was due to the result of the year's working having proved less favourable than that of 1896-97. Compared with the Budget Estimate the principal variation was under *Locomotive* expenses, where there was a saving of 71.1, due mainly to excess provision having been made under running expenses, fuel, and unclassified expenditure. The decrease of 43.3 under *Surplus Profits, etc.*, was due to the net result of the year's working having proved much less satisfactory than anticipated.

## North-Western Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
589.2	Maintenance . . . . .	622.0	610.1	558.8
590.5	Locomotive . . . . .	572.6	663.0	691.7
123.3	Carriage and Wagon . . . . .	157.4	126.2	121.4
260.2	Traffic . . . . .	275.0	279.4	277.6
147.4	General, Miscellaneous and Suspense . . . . .	173.0	191.3	180.8
1,710.6	<b>TOTAL</b>	1,800.0	1,870.0	1,830.2

236. There was a decrease under *Maintenance*, due to the rush of traffic in connection with the Frontier expedition, and the general restriction of expenditure ordered by the Government of India having interfered with work. The increases under other heads were due to increased traffic.

## Oudh and Rohilkhand Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
132.2	Maintenance . . . . .	124.0	121.5	115.7
108.9	Locomotive . . . . .	166.5	160.0	154.7
82.6	Carriage and Wagon . . . . .	38.0	46.0	43.7
77.4	Traffic . . . . .	78.5	78.5	77.4
49.0	General, Miscellaneous and Suspense . . . . .	63.0	69.0	70.0
450.1	<b>TOTAL</b>	472.0	475.0	461.5

237. Contrasted with the actuals of the previous year the decrease under *Maintenance* was due to less extensive renewals of permanent-way and girders, while under *Locomotive* the increase was due entirely to special renewals of locomotives. Under *Carriage and Wagon* the decrease was due to reduced outlay on renewals of coaching and goods stock.

## Bengal-Nagpur Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
104.0	Maintenance . . . . .	97.0	70.3	70.2
98.4	Locomotive . . . . .	93.5	93.7	92.8
26.8	Carriage and Wagon . . . . .	26.2	25.0	25.0
33.4	Traffic . . . . .	55.2	57.0	56.8
69.9	General, Miscellaneous and Suspense . . . . .	68.1	64.0	72.3
332.5	<b>TOTAL</b>	340.0	310.0	317.1

238. Reduced expenditure on relaying the Katni-Umaria Section accounts for the decrease under *Maintenance*.



## Section H.—RAILWAYS—EXPENSES—continued.

## Bengal and North-Western and Tirhoot Railways.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
71.0	Maintenance . . . . .	71.0	71.3	71.6
51.2	Locomotive . . . . .	56.0	53.0	54.5
16.3	Carriage and Wagon . . . . .	17.0	15.2	15.5
44.8	Traffic . . . . .	43.6	47.2	46.1
76.0	General, Miscellaneous and Suspense . . . . .	71.4	74.1	69.3
176.0	Share of net earnings paid to the Company, and contribution to Provident Fund . . . . .	197.4	199.2	184.3
437.3	<b>TOTAL</b> . . . . .	458.4	460.0	443.3

239. Compared with the actuals of the previous year and the Budget Estimate the variations under the several heads of expenditure are small.

## Indian Midland Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
60.1	Maintenance . . . . .	63.0	68.5	66.4
112.8	Locomotive . . . . .	110.0	120.0	119.4
26.0	Carriage and Wagon . . . . .	25.0	26.0	26.7
46.2	Traffic . . . . .	45.0	48.3	49.7
77.2	General, Miscellaneous and Suspense . . . . .	77.0	75.5	77.3
322.3		320.0	338.8	341.5
32.4	<i>Deduct—Working expenses of Bhopal State Railway</i> . . . . .	30.0	28.8	28.9
289.9	<b>Total Indian Midland Railway</b> . . . . .	290.0	310.0	312.6

240. The increase as compared with the actuals of the previous year was due to renewals of rails on the Scindia Section, to payment of grain compensation to gangmen, to heavier train mileage and to larger expenditure on repairs.

## Southern Mahratta Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
84.9	Maintenance . . . . .	84.5	84.5	83.7
132.6	Locomotive . . . . .	132.0	129.7	125.2
28.2	Carriage and Wagon . . . . .	34.5	26.6	26.7
65.2	Traffic . . . . .	67.0	63.0	61.8
61.3	General, Miscellaneous and Suspense . . . . .	64.5	63.9	68.1
372.2	<b>TOTAL WORKING EXPENSES</b> . . . . .	382.5	367.7	365.5
75.6	Share of net earnings paid to the Company, and contribution to Provident Fund . . . . .	67.5	72.3	72.4
447.8	<b>TOTAL</b> . . . . .	450.0	440.0	437.9

241. The variations are unimportant and are due to falling off in traffic.

## South Indian Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES—</b>				
209.4	Maintenance . . . . .	216.5	200.4	203.0
173.9	Locomotive . . . . .	194.0	169.4	168.3
48.1	Carriage and Wagon . . . . .	63.3	52.0	51.3
80.6	Traffic . . . . .	84.5	82.0	81.5
74.7	General, Miscellaneous and Suspense . . . . .	71.5	70.3	69.0
486.7	<b>TOTAL WORKING EXPENSES</b> . . . . .	530.0	475.0	473.1
30.2	Share of net receipts paid to the Company, and contribution to Provident Fund . . . . .	25.0	35.0	34.8
516.9	<b>TOTAL</b> . . . . .	555.0	510.0	507.9



## Section H.—RAILWAYS—EXPENSES—continued.

## South-Indian Railway.—continued.

242. The *Working Expenses* show a decrease under *Maintenance* due to smaller renewals with 50 lbs. rails, and under *Locomotive* to the cheaper rate at which coal was obtained, and to five engines ordered from England to replace condemned ones not having arrived owing to the engineers' strike. The increase in the Company's share of net receipts and contribution to Provident Fund was due to the increased net earnings of the year.

## Burma Railway.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>WORKING EXPENSES.</b>				
123.6	Maintenance . . . . .	110.0	118.8	131.7
147.9	Locomotive . . . . .	140.0	153.0	155.3
37.6	Carriage and Wagon . . . . .	40.0	42.3	40.8
85.0	Traffic . . . . .	82.0	90.0	90.4
67.8	General, Miscellaneous and Suspense . . . . .	75.5	84.4	85.0
461.9	<b>TOTAL WORKING EXPENSES</b> . . . . .	447.5	498.4	503.2
...	Share of surplus profits, etc. . . . .	...	16.6	16.6
461.9	<b>TOTAL</b> . . . . .	447.5	515.0	519.8

\* Includes Ma Valley and Provincial share.

243. Compared with the actuals of the previous year there was an increase in the working expenses of 41.3. The increase under *Maintenance* 81 was due to very heavy repairs to bridges and lines which were damaged by floods; to the reconstruction of station buildings at Katha which were burned down, and to the payment throughout the year of contribution for leave and pension against payment for only a portion of the previous year; the increases under the other heads were due to opening of new stations and increased traffic, and to increased running expenses consequent on increased train mileage; to charges for police pertaining to the entire period from the transfer of the Railway to a company up to 31st March 1898 having been adjusted in the accounts for 1897-98, and to a large increase under Home Board and Government supervision.

## Other State Railways—Imperial.

1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
602.2	633.0	666.1	679.6

244. The actuals exceeded those of the previous year by 77.4. The heavier traffic mileage on the Assam-Bengal, Bengal Central, Lucknow-Barcilly, Guntakal-Mysore Frontier, Mysore State, and East Coast Railways accounted for the greater part of the increases. As compared with the Budget Estimate there was a falling off on the Assam-Bengal Railway, 14.2, due to portions of the line being closed to traffic owing to damage done by the earthquake of June 1897 and the cyclone of October of the same year.

## State Railways—Provincial.

1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
37.6	39.3	42.3	44.7

\* Excludes Burma Railway.

245. The variations are unimportant. The excess has been partly covered by additional grants, vide para. 232.



## Section H.—RAILWAY EXPENSES—continued.

## 3A.—State Railways.

## Interest on Debt.

1897-98. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,833.2	INTEREST ON CAPITAL FOUND BY GOVERNMENT . . . . .	4,017.0	3,996.9	3,991.3
	INTEREST ON OTHER CAPITAL—			
	East Indian Railway—			
64.6	Debenture Stock . . . . .	64.6	64.6	64.6
	Stock issued in Redemption of Annuity and Debenture Stock—			
	Rupce debt—4 per cent. . . . .	2	2	—
331.8	Sterling Stock—3½ per cent. . . . .	331.8	331.8	331.9
7.5	Do. 3 per cent. . . . .	7.5	7.5	7.4
	Eastern Bengal Railway—			
13.9	Debenture Stock . . . . .	14.0	14.0	14.0
19.9	Stock issued in Redemption of Annuity and Debenture Stock—3½ per cent. . . . .	19.7	19.7	19.7
	Sind, Punjab and Delhi Railway—			
159.9	Stock issued in Redemption of Annuity—3½ per cent. . . . .	159.7	159.7	159.7
	Oudh and Rohilkhand Railway—			
15.4	Debenture Stock . . . . .	14.8	14.8	15.4
	Stock issued for purchase of Railway and in Redemption of Debentures and Debenture Stock—			
—5	3½ per cent. . . . .	312.3	312.3	—5
310.0	3 " . . . . .			310.0
2.2	Sinking Fund . . . . .			2.2
	South Indian Railway—			
24.2	Debenture Stock . . . . .	16.7	16.7	24.2
3.8	Stock issued in Redemption of Debentures . . . . .			7.6
119.9	Stock issued for purchase of Railway and in Redemp- tion of Debentures . . . . .			119.9
4,807.8	TOTAL INTEREST ON CAPITAL . . . . .	4,988.2	4,968.1	4,968.3
644.7	EXCHANGE . . . . .	640.9	543.8	546.8
5,452.5	TOTAL INTEREST ON DEBT . . . . .	5,629.1	5,511.9	5,509.1

246. There was a decrease in the actuals as compared with those of the previous year and with the Budget Estimate in charges for exchange owing to the rise in the rate of exchange. Omitting exchange, the charges approximate closely to the Budget but exceed those of the previous year as the Capital found by Government is increasing year by year with the progress of construction.

## Interest on Capital found by Government.

247. The following statement shows how the interest charged in the accounts of 1897-98 has been calculated:—

CAPITAL EXPENDITURE ON WHICH INTEREST IS CHARGEABLE.					
	E. I. Ry. 3½ per cent.	E. B. Ry.	Other State Railways.	TOTAL.	
Capital Expenditure at end of 1896-97 . . . . .	363.2	3,994.3	7,695.3	82,293.9	93,420.3
Capital Expenditure during 1897-98 . . . . .	308.7	—	399.4	2,927.7	3,635.8
Capital Expenditure at end of 1897-98 . . . . .	254.5	3,994.3	8,094.7	85,221.6	97,056.1
Debentures discharged . . . . .	—	3,546.7	815.6	—	4,362.3
INTEREST.					
Interest on Capital Account at beginning of the year . . . . .	19.7	159.8	307.8	3,191.8	3,739.7
Interest on Debentures, etc., discharged . . . . .	—	141.9	32.6	—	174.5
Half a year's interest on Capital spent during the year . . . . .	3.4	—	8.1	58.6	72.1
TOTAL . . . . .	14.3	301.7	348.5	3,250.4	3,986.3
24d—½ per cent. on the Holkar Loan of a crore, which bears 4½ per cent. interest . . . . .	—	—	—	5.0	5.0
TOTAL INTEREST CHARGED, 1897-98 . . . . .	14.3	301.7	348.5	3,255.4	3,991.3
" " " 1896-97 . . . . .	5.9	301.7	331.9	3,204.5	3,832.2



## Section H.—RAILWAYS—EXPENSES—continued.

## Annuities in Purchase of Railways (including Sinking Funds).

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
ENGLAND—				
1,161.3	East Indian Railway . . . . .	1,178.6	1,178.6	1,178.6
121.7	Eastern Bengal Railway . . . . .	121.9	121.9	121.9
409.6	Sind, Punjab and Delhi Railway . . . . .	412.0	412.0	412.9
1,712.6	TOTAL ENGLAND . . . . .	1,712.5	1,712.5	1,712.4
1,131.7	EXCHANGE . . . . .	1,130.2	959.0	964.3
2,844.3	GRAND TOTAL . . . . .	2,842.7	2,671.5	2,676.7

248. The sterling payments agree closely with the actuals of the previous year and the Budget Estimate, but the charge for exchange was lower than the actuals of the previous year and the Budget Estimate, owing to the rise in the rate of exchange.

## Interest chargeable against Companies on advances.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INDIA—				
36.9	Bengal-Nagpur Railway . . . . .	68.2	72.7	73.7
4.3	Indian Midland Railway . . . . .	13.4	13.5	14.0
41.2		81.6	86.2	87.7
ENGLAND—				
16.3	Bengal Central Railway . . . . .	16.3	16.3	16.3
89.7	Bengal-Nagpur Railway . . . . .	89.7	89.7	89.7
43.7	Indian Midland Railway . . . . .	43.7	43.7	43.7
69.2	Southern Mahratta Railway . . . . .	69.2	69.2	69.2
218.9		218.9	218.9	218.9
244.6	EXCHANGE . . . . .	144.5	122.6	123.3
363.5		363.4	341.5	341.2
404.7	TOTAL . . . . .	445.0	417.7	429.9

## Interest.

249. The interest chargeable against the Companies on the advances made by the Secretary of State from funds raised under the provisions of the Oudh and Rohilkhand Railway Purchase Act is shown under this head in England. There is no variation in the sterling amounts. The figures under "India" represent interest on the expenditure incurred in India on the extensions of the Bengal Nagpur and Indian Midland Railways, which is met from rupee advances.



## Section H.—RAILWAYS—EXPENSES—continued.

## Interest on Capital Deposited by Companies.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INTEREST ON OVERDRAWN CAPITAL—				
INDIA—				
...	Assam-Bengal Railway . . . . .	3.5	...	...
7.2	Lucknow-Bareilly Railway . . . . .	8.1	8.4	7.9
...	Indian Midland Railway . . . . .	...	...	9
INTEREST ON SUBSCRIBED CAPITAL—				
INDIA—				
7.9	Lucknow-Bareilly Railway . . . . .	7.9	7.8	7.8
ENGLAND—				
67.1	Assam-Bengal Railway . . . . .	75.0	71.3	71.1
17.5	Bengal Central Railway . . . . .	17.3	17.3	17.5
171.3	Bengal-Nagpur Railway . . . . .	186.9	182.3	182.3
19.1	Burma Railways . . . . .	50.3	50.3	50.3
209.5	Indian Midland Railway . . . . .	209.8	208.0	208.0
200.5	Southern Mahratta Railway . . . . .	201.8	201.7	201.7
30.0	South Indian Railway . . . . .	30.0	30.0	30.0
7.5	East Indian Railway . . . . .	28.7	23.8	23.8
737.7		819.5	801.1	801.4
477.5	EXCHANGE . . . . .	518.0	439.5	441.9
1,215.2	Total . . . . .	1,347.5	1,240.6	1,243.3

## Interest.

250. The increase in the sterling payments over the actuals of the previous year occurred on the Assam, Bengal, Southern Mahratta, Burma and Bengal-Nagpur Railways, consequent on the additional capital paid up by the Companies; and under the East Indian Railway on account of capital raised by the issue of debentures.

## 39.—Guaranteed Companies—Surplus Profits, Land and Supervision.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
MOIETY OF SURPLUS PROFITS—				
220.9	Bombay, Baroda and Central India Railway . . . . .	157.6	107.2	100.7
226.1	Great Indian Peninsula Railway . . . . .	...	...	...
2	Madras Railway . . . . .	...	10.0	9.6
447.3	TOTAL SURPLUS PROFITS . . . . .	157.6	117.2	110.3
LAND AND SUPERVISION—				
16.2	India—Share of Office of Director of Railway Construction . . . . .	16.6	16.3	15.3
...	Central Provinces . . . . .	1	1	...
...	Burma . . . . .	7.0	6.0	5.8
7.6	Assam . . . . .	7.5	6.5	6.2
17.4	Bengal . . . . .	16.0	15.5	15.2
18.3	North-Western Provinces and Oudh . . . . .	18.1	16.0	16.0
14.6	Madras . . . . .	111.1	22.3	12.3
26.4	Bombay . . . . .	30.0	26.3	25.4
100.5		226.4	109.0	96.2
22.4	Deduct—Amount recoverable from Companies on account of Government supervision . . . . .	81.0	80.4	80.3
28.1	TOTAL LAND AND SUPERVISION . . . . .	145.4	28.6	15.9
475.4	GRAND TOTAL . . . . .	303.0	145.8	126.2



## Section H.—RAILWAYS—EXPENSES—continued.

## 39.—Guaranteed Companies—Surplus Profits, Land and Supervision—continued.

## Surplus Profits.

251. The decrease, as compared with the actuals of the previous year, was due to no surplus having been earned by the Great Indian Peninsula Railway during the half-year ended 30th June 1897, and to the share of profits paid to the Bombay, Baroda and Central India Railway being less owing to a fall in traffic; there was, however, an increase in the share of profits paid to the Madras Railway Company. Contrasted with the Budget Estimate the decrease was due to the Bombay, Baroda and Central India Railway Company having earned no surplus in the second-half of 1897.

## Land and Supervision.

252. The decrease, as compared with the actuals of the previous year, was due to the formation of a separate Consulting Engineer's Office in Rangoon; and to payments for land required for the "Sal Cotlaur junction arrangements" in Madras having been for the most part liquidated in 1896-97. The lapse on the Budget Estimate was due principally to the provision made for the cost of land to be acquired for the Calicut-Cannanore Branch of the Madras Railway, not having been utilized in full owing to delay in the commencement of construction operations.

## 39.—Guaranteed Companies—Interest.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
INTEREST—				
8,2	India	7,2	8,8	8,9
2,161,0	England	2,169,4	2,154,8	2,154,8
2,169,2		2,176,6	2,163,6	2,163,7
7,418,0	EXCHANGE	7,431,8	7,406,7	7,413,4
3,597,2				
	TOTAL	3,608,4	3,370,3	3,377,1

253. The increase in the charges in India, compared with those of the previous year, was due to the Railway Companies having overdrawn their capital to a greater extent than in 1896-97.

## 40.—Subsidised Companies—Land, Subsidy and Interest.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
IMPERIAL—				
...	Bhagulpur-Bansi-Baidyanath Railway—(Land)	51,5	...	...
...	Brahmaputra-Sultanpur Railway—(Land)	30,0	5,0	2,5
4	Mymensingh-Jamalpur Railway—(Land)	21,5	7,0	5,8
19,9	Bengal and North-Western Railway—(Land)	70,0	43,5	50,7
3	Delhi-Umballa-Kalka Railway—(Land)	7	1	...
1,3	Nilgiri Railway—(Land)	2,0	2,0	1,0
2,0	South Behar Railway—(Land)	20,0	28,0	27,4
6,8	Ahmedabad-Parantij Railway—(Land)	2	2	...
23,1	Southern Punjab Railway—(Land)	2,0	2,0	2,0
7	Segowlie-Ruksaul Railway—(Land)	2,0	6,8	4,2
4	Tapti Valley Railway—(Land)	17,2	2,0	1,3
...	Hardwar-Dehra Railway—(Land)	3,0	2,0	...
...	Tinnevely-Quilon Railway—(Land)	16,0	...	...
...	Burai-Pandharpur-Sangola Railway (Land)	...	2,0	7
74,9	TOTAL IMPERIAL	226,2	100,6	103,6
PROVINCIAL—				
10,1	Dibru-Sadiya Railway—(Subsidy and Audit)	10,1	10,2	10,2
10,1	TOTAL PROVINCIAL	10,1	10,2	10,2
85,0	GRAND TOTAL	236,3	110,8	113,8



## Section H.—RAILWAYS—EXPENSES—continued.

## 40.—Subsidised Companies—Land, Subsidy and Interest—continued.

254. Compared with the actuals of the previous year there was a net increase of 28.8. Of this increase is due to the acquisition of land for new railway lines, and the balance for old lines, chiefly the Nagal and North-Western and South Behar Railways. Compared with the Budget Estimate the outlay was due chiefly to amounts set aside for the Bhagalpur-Baidyanath, Hardwar-Dehra and Jhansi-Quilon Railways not having been utilized, and to the provision for the Brahmaputra-Sultanpur, Jhansi-Jabalpur, Nagal and North-Western, and the Tapti Valley Railways having been only partly utilized. The small excess of 1 under Provincial requires to be sanctioned.

## 41.—Miscellaneous Railway Expenditure.

1895-97. Actuals.		Budget.	1897-98, Revised.	Actuals.
IMPERIAL.				
INDIA (GENERAL AND POLITICAL).—				
18.1	Surplus Establishment and Miscellaneous Charges . . . . .	3.0	7.5	8.8
16.2	Director of Railway Construction Establishment, share of—	16.6	16.3	15.3
2.4	Port Store-keeper's Establishment . . . . .	2.3	2.3	2.1
...	Rutlam-Muttra Survey . . . . .	2.0	...	...
8	Godhra-Baroda Survey . . . . .	...	...	...
...	Reserve . . . . .	19.4	...	...
37.5	Total . . . . .	43.3	26.1	26.1
CENTRAL PROVINCES.—				
...	Satpura Railway Survey . . . . .	...	3.0	2.5
BURMA.—				
2.4	Meiktila-Myingyan Railway—(Land) . . . . .	...	5.1	4.9
—2	Chittagong-Akyab-Minhla Survey . . . . .	...	...	...
2.0	Assam-Burma Connection Survey . . . . .	...	...	...
...	Myinmu-Monywa Survey . . . . .	...	2	1
4.2	Total . . . . .	...	5.3	5.0
ASSAM.—				
1	Assam-Bengal-Lakhimpur Survey . . . . .	...	...	...
BENGAL.—				
...	Benares-Puri Survey . . . . .	...	—3.3	—3.3
4	Kaunia-Dhubri-Gauhati Survey . . . . .	...	3.0	2.8
...	Barun-Daltonganj Survey . . . . .	...	4.0	3.9
1.4	Sakri-Jainagar and Baidyanath-Bagaha Survey . . . . .	1.3	3.0	2.8
6	Eastern Bengal Railway Extensions and Branches . . . . .	...	...	...
2.5	Ranaghat-Bhagwangola-Raiganj Survey . . . . .	4.3	3.8	4.3
...	Mahanadi Bridge Survey . . . . .	...	—2.9	—2.9
3.6	Singhia-Madaripore-Chandpore Survey . . . . .	8	1.0	9
...	Moghul Serai-Howrah Survey . . . . .	...	—7.3	—7.3
—2	Northern Bengal-Assam Connection Survey . . . . .	...	...	...
...	Bogra-Kaliganj Survey . . . . .	...	—8	—8
4	Cooch Behar-Santabari Survey . . . . .	...	—3	—3
3	Faridpur-Samjhia-Rampur Baulsah Surveys . . . . .	...	...	...
...	Cuttack-Midnapur-Calcutta Survey . . . . .	...	—19.2	—19.2
...	Midnapur-Jheriah and Ranchi Plateau Survey . . . . .	...	6.0	5.3
...	Sakri-Jainagar Branch (Land) . . . . .	...	4.0	2.0
...	Bettia-Bagaha Extension (Land) . . . . .	...	1.5	6
...	Khasganj-Koichandpur-Magura Survey . . . . .	...	7	6
9.1	Total . . . . .	6.6	—6.7	—10.5



## Section H—RAILWAYS—EXPENSES—concluded.

## 41.—Miscellaneous Railway Expenditure—continued.

1896-97. Actuals.		Budget.	1897-98. Revised.	Actuals.
<b>NORTH-WESTERN PROVINCES AND OUDH—</b>				
8	Hardwar-Dehra Survey . . . . .	8	—8	—8
1.8	Ghaziabad-Moredabad Survey . . . . .	6	...	...
1	Harpalpur-Rath-Nowgong Survey . . . . .	...	...	...
4.0	Dehra Dun Survey . . . . .	...	...	...
3.2	Agra-Delhi Chord Line Survey . . . . .	3.0	...	...
6.9	<b>TOTAL</b> . . . . .	4.4	—8	—8
<b>PUNJAB—</b>				
—2.0	Kashmir Railway Survey . . . . .	...	—7.7	—7.7
...	Rewari-Kuchaman Survey . . . . .	...	2.5	2.6
—3	Kaika-Simla Survey . . . . .	...	...	...
5	Sukkur-Shikarpur Survey . . . . .	6	9	6
—1.2	Bhatinda-Sumasata Survey . . . . .	...	...	...
8	Frontier Railway Reserve Material . . . . .	1.2	1.2	6
...	Abt Material and Engine Suspense Account . . . . .	...	—11.8	—11.8
1.1	Ludhiana-Dhuri-Jakhali Survey . . . . .	7	2.5	2.6
2	Hoshiarpur-Jullundur-Kapurthala Survey . . . . .	...	...	...
—9	Umballa-Kaika-Simla Survey . . . . .	...	...	...
...	Nowshera Dargai Survey . . . . .	...	1.7	1.3
—1.8	<b>TOTAL</b> . . . . .	2.5	—10.7	—11.8
<b>MADRAS—</b>				
5.4	Arasikere-Mangalore Survey . . . . .	...	—2	—5
...	Shoranur-Cochin Survey . . . . .	...	1.5	2
...	Cannanore-Calicut Survey . . . . .	...	—3.4	—3.1
...	Vizianagram-Raipur Survey . . . . .	...	5.0	5.6
1.8	Peralam-Karikal Survey . . . . .	...	...	...
7.2	<b>TOTAL</b> . . . . .	...	2.8	2.4
<b>BOMBAY—</b>				
...	Bombay-Sind Connection Survey . . . . .	...	3.0	2.2
5	Rajpipla Railway—(Land) . . . . .	2	...	...
...	Hyderabad-Godavari Valley Railway (Land) . . . . .	3.0	8	5
5	<b>TOTAL</b> . . . . .	3.2	3.8	3.7
63.7	<b>TOTAL IMPERIAL</b> . . . . .	60.0	22.8	15.5
<b>PROVINCIAL.</b>				
<b>BURMA—</b>				
...	Meiktila-Myingyan Survey . . . . .	...	5	5
<b>BOMBAY—</b>				
2	Barai-Pandharpur-Sangola Survey . . . . .	...	3	8
2	<b>TOTAL PROVINCIAL</b> . . . . .	...	8	7
63.9	<b>TOTAL IMPERIAL AND PROVINCIAL</b> . . . . .	60.0	23.6	16.2

255. The total outlay under *Imperial* is less than that of the previous year by 48.2. No useful comparison can be made between the outlay of the two years by individual projects, as surveys are being completed and new surveys are being started every year. During the year new surveys were taken in hand, and others, for which provision was made in the Budget Estimate, were not commenced, the result being that the expenditure was less by 44.5 than the Estimate. The excess of 7 under Provincial was covered by additional grants.



## Section J.—IRRIGATION.

256. The following is a general summary of the results under the head Irrigation :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<i>Major Works—</i>				
2,068,0	Direct Receipts . . . . .	1,918,1	2,435,1	2,377,7
871,8	Land Revenue due to Irrigation . . . . .	940,5	925,1	964,7
<u>2,939,8</u>	<b>TOTAL RECEIPTS</b> . . . . .	<u>2,908,6</u>	<u>3,360,2</u>	<u>3,342,4</u>
871,2	Working Expenses . . . . .	859,8	887,9	892,1
1,253,5	Interest . . . . .	1,285,0	1,284,1	1,284,3
<u>2,124,7</u>	<b>TOTAL EXPENDITURE</b> . . . . .	<u>2,144,8</u>	<u>2,172,0</u>	<u>2,176,4</u>
<u>815,1</u>	<b>Net Receipts (Major Works)</b> . . . . .	<u>763,8</u>	<u>1,188,2</u>	<u>1,166,0</u>
<i>Minor Works and Navigation—</i>				
210,9	Receipts (excluding Land Revenue) . . . . .	213,9	230,9	227,4
1,126,3	Expenditure . . . . .	966,9	966,2	957,7
<u>915,4</u>	<b>Net Expenditure (Minor Works)</b> . . . . .	<u>753,0</u>	<u>735,3</u>	<u>740,3</u>
<u>-100,3</u>	<b>Net Revenue (Irrigation)</b> . . . . .	<u>10,8</u>	<u>452,9</u>	<u>425,7</u>

257. The final net result of the year was better than the actuals of the previous year by 526,0 and than the Budget Estimate by 414,9. This was due principally to the large increase of revenue from major works owing to the seasons having been very favourable for canal irrigation on account of drought.



## Section J.—IRRIGATION—RECEIPTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,150.7	REVENUE . . .	3,122.5	3,591.1	3,569.8

253. The actual receipts in 1897-98 exceeded those of the previous year by 419.1, and the Budget Estimate by 447.3. The increase was due chiefly to the exceptionally dry nature of the seasons, and partly to the development of irrigation from the Chenab Canal and the Godavari and Kistna Delta systems. The increase, due to the latter cause, was to a large extent provided for in the Budget Estimate.

## XXIX and 42.—Major Works.

## Direct Receipts and Working Expenses.

Accounts, 1896-97.			BUDGET, 1897-98.			REVISED, 1897-98.			Accounts, 1897-98.		
Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.	Gross Revenue.	Working Expenses.	Net Revenue.
IRRIGATION WORKS AND CANALS.											
IMPERIAL.											
8.4	9.0	—0.6	N.-W. Provinces and Oudh.								
			12.2	8.9	3.3	14.0	10.5	3.5	13.8	10.7	3.1
Punjab—											
263.7	79.8	183.4	Western Jumna Canal (including Sirsa Branch).								
266.4	68.0	198.4	244.9	78.0	166.9	304.5	83.4	221.1	254.9	81.9	173.0
379.6	67.4	312.2	234.5	54.0	180.5	311.0	64.4	246.6	293.0	62.7	230.3
167.7	49.0	117.8	266.0	61.2	204.8	332.0	63.0	269.4	329.6	63.1	266.5
65.0	35.5	29.5	175.0	61.4	113.6	208.8	63.9	144.9	204.9	62.1	142.8
			79.6	25.4	54.2	78.7	29.7	49.0	80.7	29.7	51.0
1,044.7	290.6	754.1	977.0	280.0	707.0	1,235.1	305.0	930.1	1,163.1	299.5	863.6
TOTAL											
Madras—											
10.3	51.1	—40.8	Godavari Delta . . .								
5.0	70.5	—65.5	11.1	48.0	—36.9	10.9	48.6	—37.7	9.6	47.0	—37.4
13.5	34.3	—20.8	5.4	57.5	—52.1	4.5	56.9	—52.4	4.5	58.5	—54.0
			12.8	31.5	—18.7	15.0	31.6	—16.6	15.1	31.6	—16.5
28.7	156.9	—128.2	29.3	137.0	—107.7	25.4	137.1	—111.7	29.2	139.1	—109.9
49.3	48.9	1.4	Bombay . . . . .								
			57.6	49.1	8.5	60.0	51.3	10.7	59.8	56.0	3.8
1,129.1	594.5	534.6	1,080.1	475.0	605.1	1,331.4	503.9	827.5	1,263.3	506.0	757.3
TOTAL IMPERIAL											
PROVINCIAL.											
Bengal—											
106.5	55.4	51.1	Some Canals . . . .								
34.5	72.8	—38.3	89.4	36.5	52.9	115.5	58.8	56.7	126.7	57.5	69.2
			75.6	88.1	—12.5	84.5	77.2	7.3	94.3	77.7	16.6
191.0	128.2	62.8	165.0	144.6	20.4	200.0	136.0	64.4	210.0	135.2	74.8
TOTAL											
N.-W. Provinces and Oudh—											
322.1	101.4	220.7	Ganges Canal . . .								
233.4	81.2	152.2	303.5	105.7	197.8	304.5	107.5	197.0	303.6	108.0	195.6
81.0	32.0	49.0	236.6	78.3	158.3	293.0	84.4	208.6	290.9	87.1	203.8
111.4	31.9	79.5	97.7	26.7	71.0	97.5	22.9	74.6	97.4	22.6	74.8
			70.2	29.5	40.7	140.7	33.2	107.5	141.5	33.0	108.5
747.9	238.5	509.4	717.0	240.2	476.8	895.7	248.0	647.7	893.4	250.7	642.7
959.9	360.7	599.2	TOTAL PROVINCIAL								
			882.0	384.9	497.1	1,095.7	384.0	711.7	1,112.4	395.9	716.5
2,089.0	871.2	1,217.8	GRAND TOTAL								
			1,969.1	859.8	1,109.3	2,431.1	887.0	1,544.1	2,375.7	892.4	1,483.3



## Section J.—IRRIGATION—RECEIPTS—continued.

## Direct Receipts—Imperial Works.

259. The gross revenue in 1897-98 exceeded that of the previous year by 136,2 and the Budget Estimate by 179,2. Of these increases 120,4 and 176,1 respectively occurred in the Punjab, due chiefly to the unusually dry nature of the seasons, and partly to the development of irrigation from the Chenab Canal. Of the increase over the previous year 5,4 occurred in the North-Western Provinces and Oudh owing to the recovery of outstanding balances of the previous year, and 9,9 in Bombay, contributed chiefly by the Nira and Krishna Canals, owing partly to a larger area having been brought under the influence of irrigation and partly to scanty rainfall on lands watered by the Nira Canal.

## Direct Receipts—Provincial Works.

260. The gross revenue in 1897-98 was better than that of the previous year by 173,5 and the Budget Estimate by 230,4. The increase was due to the very large demand for canal water both in Bengal and the North-Western Provinces and Oudh, owing to the unusually dry nature of the *rabi* season of 1896-97 and the larger area irrigated during the *kharif* season of 1897.

## XXIX.—Major Works—Indirect Receipts.

## Portion of Land Revenue due to Irrigation.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
117,5	N.-W. Provinces and Oudh . . . . .	117,5	117,5	117,5
53,1	Punjab . . . . .	52,3	57,0	57,9
604,3	Madras . . . . .	676,3	650,0	675,1
96,9	Bombay . . . . .	94,4	100,6	114,8
871,8	TOTAL . . . . .	940,5	925,1	964,7

261. The share of land revenue credited to irrigation works during 1897-98 exceeded that of the previous year by 92,9 and the Budget Estimate by 24,2. The increase over the previous year occurred mainly in Madras, and was due chiefly to the development of irrigation from the Godavari and Kistna Delta systems and the Periyar project. The increase, as compared with the Budget Estimate, in the Punjab was due to the revenue credited to the Swat river canal having been transferred to this head after the Budget Estimate had been prepared; and in Bombay to favourable inundation and better working of canals.

## XXX.—Minor Works and Navigation.

1896-97. Accounts.			Budget.		1897-98. Revised.		Accounts.	
A	B		A	B	A	B	A	B
4,9	...	India . . . . .	4,9	...	7,5	...	7,6	...
...	18,5	Burma . . . . .	...	22,0	...	70,9	...	20,2
...	82,4	Bengal . . . . .	...	79,1	...	80,9	...	80,5
...	24,3	N.-W. P. and Oudh . . . . .	...	20,8	...	26,8	...	27,1
23,5	14,3	Punjab . . . . .	26,4	18,7	29,0	21,4	28,2	20,7
...	18,6	Madras . . . . .	...	17,2	...	18,0	...	18,3
22,4	2,5	Bombay . . . . .	21,5	2,2	24,4	3,0	21,6	3,2
50,6	160,3	TOTAL . . . . .	53,2	160,7	60,9	170,0	57,4	170,0
210,9			213,9		230,9		227,4	

A.—Imperial.

B.—Provincial and Local.

## Imperial Works.

262. The actual receipts during 1897-98 exceeded those of the previous year by 6,8, and the Budget Estimate by 4,2. The increase occurred in India and the Punjab. The increase in India occurred in Baluchistan, where the revenue is recovered in kind, and was due to a larger area having been irrigated, and to rates for grain having slightly increased. In the Punjab it was due to the revision of settlement in the Dera Ghazi Khan District.

## Provincial and Local Works.

263. The actual collections of the year 1897-98 were better than those of the previous year by 9,7 and than the Budget Estimate by 9,3. The increase was contributed chiefly by the North Western Provinces and Oudh and the Punjab. In the former it was due to the great demand for canal water owing to drought, and in the latter it occurred in the revenue from the canals and bunds in charge of Civil officers.



## Section J.—IRRIGATION—EXPENDITURE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3,251,0	EXPENDITURE . . . . .	3,111,7	3,138,2	3,144,1

264. The expenditure in 1897-98 was less than that of the previous year by 106,9. The decrease was due to the restriction of expenditure during 1897-98 on works classed as "Minor Works and Navigation" owing to famine. The decrease would have been larger had it not been for an increase in the cost of working and maintenance necessitated by increased irrigation, and an increase in the interest charges on the Capital outlay of the year. The increase over the Budget Estimate was mainly due to the increased maintenance charges referred to above.

## 42.—Major Works—Working Expenses.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
504,5	Imperial Works . . . . .	475,0	503,9	506,2
366,7	Provincial Works . . . . .	384,8	384,0	385,9
871,2	TOTAL . . . . .	859,8	887,9	892,1

(For details see page 106.)

## Imperial Works.

265. The total expenditure in 1897-98 was only 1,7 more than that of the previous year; but compared by Provinces there were some large variations, as shown below:—

*Punjab.*—The increase of 8,9 was due to increased maintenance charges on the Chenab canal owing to the expansion of irrigation from the canal.

*Madras.*—The decrease of 17,8 was due to the expenditure in 1896-97 on repairs to damages caused by floods having been very large.

*Bombay.*—The increase of 8,9 was due partly to special repairs on the Begari canal, and partly to the transfer to this head of the normal expenditure on famine relief work on the Lakh canal and the Ekruk and Mhasvad tanks.

266. The Budget Grant was increased to 503,9 by additional grants\* sanctioned during the course of the year to meet the cost of urgent repairs necessitated by increased irrigation and increased collection charges. Against this the actuals show an excess of 2,3; made up of a decrease of 5,5 in the Punjab and of increases of 2, 2,0 and 5,5 in North-Western Provinces and Oudh, Madras and Bombay respectively. The decrease in the Punjab is ascribed principally to savings on maintenance estimates and transfer of establishment charges to capital account, and partly to short payment of *Lambardars'* fees owing to a large amount of revenue having remained unrealized at the close of the year. The increase in Madras and Bombay was mainly due to the adjustment of the normal value of work done by famine relief labour. Of the excess, 28,9 has been sanctioned by the Government of India, and 2,3 still requires sanction.

* Sanctioned by the Finance Department . . . . .	20,1
Grant transferred from 16.—Telegraph . . . . .	0,6
Do. from 43.—Minor Works and Navigation . . . . .	2,2

## Provincial Works.

267. The expenditure in 1897-98 exceeded that of the previous year by 19,2. Of this increase 1,0 occurred in Bengal and 12,2 in the North-Western Provinces and Oudh. The former being due to increased establishment charges and to heavier charges for collection of revenue, and the latter to higher maintenance and collection charges owing to increased irrigation. Compared with the Budget Estimate the actuals show an increase of 1,1, which is made up of a decrease of 9,4 in Bengal and an increase of 10,5 in the North-Western Provinces and Oudh. In Bengal the requirements of the year were over-estimated. The increase in the North-Western Provinces and Oudh was due partly to additional collection charges on account of increased receipts, partly to repairs to training works on the Ganges river, and partly to the completion of the construction of the channel of the Lower Ganges canal. The excess was covered by an additional grant.



## Section J.—IRRIGATION—EXPENDITURE—continued.

## 42.—Major Works—Interest on debt.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	<i>Imperial.</i>			
703.6	India . . . . .	739.4	739.1	739.5
	<i>Provincial.</i>			
246.4	Bengal . . . . .	246.4	246.1	246.1
303.5	N.-W. P. and Oudh . . . . .	309.2	308.9	308.7
	<b>TOTAL</b> . . . . .	<b>1,285.0</b>	<b>1,284.1</b>	<b>1,284.3</b>

268. The small excess of 1 under Imperial requires sanction.

The following statement shows how the interest charged during the year was calculated:—

## CAPITAL EXPENDITURE.

Capital expenditure at end of 1896-97 . . . . .	31,734.9
" " during 1897-98—	
35.—Protective Works . . . . .	37.5
43.—Minor Works and Navigation . . . . .	12.7
49.—Capital expenditure not charged to Revenue . . . . .	692.4
	<b>742.6</b>
	<b>32,477.5</b>

## INTEREST.

Interest on Capital outlay at beginning of the year . . . . .	1,269.4
Interest on half capital spent during the year . . . . .	14.9
	<b>1,284.3</b>

## 43.—Minor Works and Navigation.

1896-97. Accounts.			Budget.			1897-98. Revised.			Accounts.	
A	B		A	B		A	B		A	B
6.4	...	India . . . . .	7.7	...		7.7	...		7.4	...
75.4	68.1	Lower Burma . . . . .	...	137.6		...	139.8		...	137.1
...	178.8	Bengal . . . . .	...	153.8		...	174.8		...	171.2
...	29.6	N.-W. P. and Oudh . . . . .	...	31.3		...	29.1		...	30.3
86.9	12.1	Punjab . . . . .	75.4	12.0		77.9	7.7		83.3	7.4
...	424.9	Madras . . . . .	...	335.4		...	320.1		...	324.5
236.5	5.0	Bombay . . . . .	210.9	1.1		205.5	1.1		203.8	1.0
		<b>TOTAL INDIA</b> . . . . .	<b>294.0</b>	<b>671.2</b>		<b>291.2</b>	<b>672.6</b>		<b>294.5</b>	<b>671.5</b>
405.1	718.5	ENGLAND . . . . .	1.0	...		1.6	...		1.1	...
1.6	...	EXCHANGE . . . . .	7	...		9	...		6	...
1.0	...									
<b>407.8</b>	<b>718.5</b>	<b>GRAND TOTAL</b> . . . . .	<b>295.7</b>	<b>671.2</b>		<b>293.6</b>	<b>672.6</b>		<b>296.2</b>	<b>671.5</b>
	<b>1,126.3</b>		<b>966.9</b>			<b>966.2</b>			<b>967.7</b>	
		A. Imperial.		B. Provincial and Local.						

## Imperial Works.

269. The expenditure in 1897-98 was less than that of the previous year by 111.6. The decrease was mainly due to the expenditure on Minor Irrigation Works in Upper Burma having been met from Provincial Funds from 1st April 1897, and partly to a smaller programme of expenditure in Bombay. The actuals on the whole compare favourably with the Budget Estimate. The increase of 7.9 in the Punjab was due partly to increased expenditure on works, for which an additional grant of 2.5 was sanctioned during the year, and partly to the transfer to this head of the normal value (5.4) of works on the Ghaggar canal from 33.—Famine Relief. The decrease in Bombay was due to the Establishment charges having been over-estimated. The excess of 5 was covered by additional grants.



**Section J.—IRRIGATION EXPENDITURE—concluded.****43.—Minor Works and Navigation—continued.****Provincial and Local Works.**

270. Although the expenditure in Upper Burma was made Provincial, the total expenditure of the year fell short of that of the previous year by 47,0. The decrease was due to the grants made available by the several Local Governments for expenditure during 1897-98 being considerably smaller than in the previous year. On the whole, the Budget Estimate was closely worked up to. The increase of 17.4 in Bengal was due partly to the construction of additional works sanctioned by the Government of Bengal during the course of the year, and partly (10.3) to the transfer of the value of the surplus stock of the Dehri Workshops from "49.—Irrigation" to this head. The decrease of 4.6 in the Punjab was mainly due to the special grant of 3.9 provided for the extension of the Hazur-Khani Branch of the Michni-Nowshera canal, which is in charge of Civil officers, not having been utilized. The decrease in Madras was chiefly due to the outlay on works and repairs in charge of Civil officers having been over-estimated. The excess of 3 in the total has been covered by additional grants.



## Section K.—BUILDINGS AND ROADS—RECEIPTS.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
696,2	RECEIPTS	679,6	660,5	667,8

271. The receipts in 1897-98 fell short of those of the previous year by 28,4. There was a decrease of 8,7 under Military Works owing to a special credit of 9,0 obtained in 1896-97 by the sale of certain buildings. The decrease under Civil Works was due to several small variations in the different Provinces, the most important of which was a falling off under Road Tolls, Contribution for Public Works and Ferry receipts in Bombay, consequent on the prevalence of famine and plague. The falling off from the Budget Estimate is also attributable to this cause.

## XXXI.—Military Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
51,2	India	40,3	43,8	41,9
6,2	Upper Burma	6,0	6,8	7,5
7	Lower "	8		
5	Assam	4	4	5
1	N.-W. P. and Oudh	1	1	2
1,1	Punjab	5	1,5	1,3
5	Madras	7	3	3
1,0	Bombay	7	9	9
61,3	TOTAL	50,0	50,8	52,6

272. The receipts for the year 1897-98 fell short of those of the previous year by 8,7. The decrease is attributable to the special credit of 9,0 obtained in 1896-97 by the sale of buildings and land at Sipri and Tundla. The variations between the actuals and the Budget Estimate are unimportant.

## XXXII.—Civil Works.

1896-97. Accounts.			Budget.			1897-98. Revised.			Accounts.	
A	B		A	B		A	B		A	B
Deptl.	Civil.		Deptl.	Civil.		Deptl.	Civil.		Deptl.	Civil.
IMPERIAL.										
5,8	...	India	5,3	1		5,3	6		5,3	6
5,5	...	Burma	...	...		...	...		...	...
4,7	...	Punjab	4,0	...		4,6	...		4,5	...
16,0	...	TOTAL	9,3	1		9,9	6		9,8	6
PROVINCIAL.										
4,4	2	Central Provinces	5,3	2		4,6	1,2		4,4	1,2
...	...	Upper Burma	6,0	1		16,0	3		18,9	3
9,6	1	Lower "	10,0	1						
5,1	3,5	Assam	4,0	3,9		3,5	3,9		4,8	4,0
27,1	24,6	Bengal	19,3	25,2		19,3	23,0		20,2	26,1
12,9	49,3	N.-W. P. and Oudh	13,5	54,5		14,0	55,8		13,8	54,7
6,2	38,3	Punjab	5,0	36,2		10,0	37,2		10,9	37,3
19,3	3	Madras	16,7	9		19,0	4		18,8	4
78,7	3	Bombay	79,7	3		68,6	8		62,2	6
163,3	116,6	TOTAL	159,5	121,4		155,0	122,6		154,0	124,6



## Section K.—BUILDINGS AND ROADS—RECEIPTS—continued.

## XXXII.—Civil Works—continued.

1896-97. Accounts.			Budget.		1897-98. Revised.		Accounts.	
A	B		A	B	A	B	A	B
Deptl.	Civil.		Deptl.	Civil.	Deptl.	Civil.	Deptl.	Civil.
INCORPORATED LOCAL.								
...	2.5	India	...	2.7	...	2.9	...	2.5
...	7.7	Central Provinces	...	7.1	...	6.0	...	5.8
...	6.0	Upper Burma	...	6.3	...	17.1	...	17.1
...	9.2	Lower "	...	8.1	...	9.1	...	9.8
1	11.0	Assam	1	11.8	1	58.0	...	54.6
...	55.3	Bengal	...	53.0	...	9.0	1.1	2.5
1.4	5.6	N.-W. P. and Oudh	2.0	6.4	1.0	27.6	3	29.6
2	26.6	Punjab	1	104.6	8	50.2	...	49.3
3	107.2	Madras	4	65.3	...	...	...	...
...	61.9	Bombay	...	...	...	...	...	...
2.5	293.0	TOTAL	2.6	290.9	2.0	275.3	2.3	278.7
591.4		TOTAL INDIA		583.8		565.4		570.0

## ENGLAND—

	Royal Indian Civil Engineering College, Cooper's Hill—Fees from Students, etc.	27.6	28.4	28.9
26.2	EXCHANGE	18.2	15.9	16.3
17.3	GRAND TOTAL	629.6	609.7	615.2
634.9				

A.—Public Works in charge of Departmental Officers. B.—Public Works in charge of Civil Officers.

## Imperial Works.

273. The decrease in the receipts during 1897-98, as compared with those of the previous year, was due to the provincialization of Civil Works in Upper Burma with effect from 1st April 1897.

## Provincial Works.

274. The receipts by departmental officers during 1897-98 were less than those of the previous year by 9.3. The decrease is principally the net result of increases of 9.3 in Burma and 4.7 in the Punjab, and of decreases of 6.9 and 16.5 in Bengal and Bombay, respectively. The increase in Burma was due partly to the cause stated above, partly to additional rentable quarters having been provided and to the revision of rents, and partly to the recovery of 1.3 from the lessee of the Government Saw Mills at Mandalay on its destruction by fire. The increase in the Punjab was due to the sale of the site of the Lunatic Asylum at Lahore to the North-Western Railway. The decrease in Bengal was due partly to the abolition of the Calcutta Workshops and partly to the Government share of the profits from the Darjeeling-Himalayan Railway having been smaller than in the previous year. The decrease in Bombay was mainly due to famine and plague having affected the Toll receipts. The actuals fell short of the Budget Estimate by 5.5. The variations by Provinces occurred in Burma, the Punjab, and Bombay, and were due to the causes explained above.

275. The receipts by Civil Officers exceeded those of the previous year by 8.0. The increase was due mainly to an improvement in the receipts from ferry tolls in the North-Western Provinces and Oudh and partly to transfers to this head of receipts relating to staging bungalows and encamping grounds in accordance with the revised classification. Owing mainly to the latter cause the Budget Estimate was also exceeded by 3.2. In the Revised Estimate the receipts from ferry tolls in Bengal were underestimated.

## Local Works.

276. The revenue realized by Civil officers in 1897-98 fell short of that of the previous year by 14.3 and the Budget Estimate by 12.2. The decrease occurred chiefly in Bombay, and was mainly due to a falling off under road tolls, contribution for Public Works and ferry receipts, consequent on the prevalence of famine and plague. The increase in Burma was mainly due to an improvement in ferry receipts and partly to the transfer of staging bungalow rents from "XXV.—Miscellaneous" to this head. The increase in the North-Western Provinces and Oudh and the Punjab was mainly due to the transfer to this head of receipts relating to staging bungalows and encamping grounds.



## Section K.—BUILDINGS AND ROADS—EXPENDITURE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
5,783.3	EXPENDITURE . . . . .	5,780.1	5,464.0	5,418.9

277. The expenditure during 1897-98 was less than that of the previous year by 364.4 and fell short of the Budget Estimate by 361.2. This was mainly due to the restriction of expenditure in consequence of famine. The decrease would have been larger had it not been for repairs to earthquake damages in Assam and Bengal.

## 44.—Military Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
899.7	India . . . . .	919.7	810.3	824.7
2.1	Central Provinces . . . . .	8	8	7
97.5	Burma . . . . .	101.1	93.7	84.5
17.2	Assam . . . . .	22.5	33.3	31.2
7.3	Bengal . . . . .	20.2	10.6	9.2
2.2	North-Western Provinces and Oudh . . . . .	3.5	3.2	1.6
61.4	Punjab . . . . .	102.3	82.3	80.8
8.6	Madras . . . . .	8.1	8.2	7.5
19.0	Bombay . . . . .	19.1	21.4	19.4
1,116.0	TOTAL INDIA . . . . .	1,307.3	1,063.8	1,059.6
24.7	ENGLAND (Stores) . . . . .	14.4	66.0	69.6
16.3	EXCHANGE . . . . .	9.5	37.0	39.2
1,157.0	GRAND TOTAL . . . . .	1,331.2	1,166.8	1,168.4

278. The actual expenditure during 1897-98 exceeded that of the previous year by 11.4, made up of a decrease of 56.4 in the Indian expenditure, and of an increase of 67.8 in the expenditure in England including exchange. The decrease in India is attributable mainly to restriction of expenditure in smaller requirements in connection with the occupation of Chitral and its communications, the major portion of the cost of fortified posts, bridges, accommodation of troops, etc., having been charged in the accounts to end of 1896-97, and to the employment of Royal Engineer officers and departmental subordinates on the North-West Frontier operations, in consequence of which their pay was not charged to the Military Works grant. The decrease in Burma was due to considerable expenditure having been incurred in the previous year on the construction of temporary barracks for a regiment of Native Infantry at Keanglung. The increase of 14.0 in Assam was due partly to larger expenditure on the project for providing accommodation for the permanent garrison of Native Infantry at Manipur, and partly (4.7) to expenditure in restoring and repairing the damages caused by the earthquake of the 12th June 1897. The increase of 18.4 in the Punjab was due to the outlay incurred on the construction of Military roads and outposts in the Tochi Valley. The increase in the expenditure in England was due to larger payments by the Secretary of State on account of water pipes and other English stores.

279. Compared with the Budget Estimate the actuals show a decrease of 62.8, made up of a decrease of 147.7 in the Indian expenditure, and of an increase of 84.9 in the expenditure in England including exchange. The decrease in the Indian expenditure was due partly to transfers of grant from India to England (73.7) and to "47.—Special Defence Works" (11.7), and partly (62.5) to savings from the grants owing to the curtailment of expenditure until the month of January 1898 under the orders of the Government of India. In Assam there was an excess of 8.7 due chiefly to the causes explained above. The increase in England was due to the larger demand for stores as explained in the foregoing paragraph.



## Section K.—BUILDINGS AND ROADS—EXPENDITURE—continued.

## 45.—Civil Works.

		India.	Central Provin- ces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bom- bay.	Total.
<b>IMPERIAL.</b>											
Departmental	Accounts. 1896-97	138.6	8	296.1	31.6	67.4	18.0	73.9	4.7	20.9	652.0
	Budget . . .	151.8	1.5	...	9.5	70.6	15.0	39.8	8.6	15.3	315.0
	Revised . . .	195.8	1.5	—10.8	15.3	70.0	14.0	44.5	5.5	14.2	350.0
	Accounts . . .	151.3	1.3	—10.9	18.9	62.5	13.3	40.8	4.9	12.9	295.0
Civil Officers	Accounts. 1896-97	5.6	...	...	...	...	...	...	...	...	5.6
	Budget . . .	6.2	...	...	...	...	...	...	...	...	6.2
	Revised . . .	7.2	...	...	...	...	...	...	...	...	7.2
	Accounts . . .	7.1	...	...	...	...	...	...	...	...	7.1
Total Imperial	Accounts. 1896-97	144.2	8	296.1	31.6	67.4	18.0	73.9	4.7	20.9	657.6
	Budget . . .	161.0	1.5	...	9.5	70.6	15.0	39.8	8.6	15.3	321.4
	Revised . . .	203.0	1.5	—10.8	15.3	70.0	14.0	44.5	5.5	14.2	357.2
	Accounts . . .	158.4	1.3	—10.9	18.9	62.5	13.3	40.8	4.9	12.9	302.1
<b>PROVINCIAL.</b>											
Departmental	Accounts. 1896-97	...	128.0	258.5	163.6	352.4	256.4	241.4	242.1	316.7	1,959.4
	Budget . . .	...	150.0	525.0	148.3	325.0	280.0	250.0	184.1	301.8	2,164.2
	Revised . . .	...	148.4	503.2	228.7	297.5	281.4	210.0	167.0	264.5	2,100.7
	Accounts . . .	...	148.5	506.0	236.3	311.7	267.6	223.4	177.9	260.9	2,140.9
Civil Officers	Accounts. 1896-97	...	...	20.2	5.3	30.5	30.2	5.7	79.7	8	172.4
	Budget . . .	...	3	20.2	5.0	13.6	28.8	7.1	50.9	9	126.8
	Revised . . .	...	2.2	21.3	11.0	12.6	28.0	9.0	32.7	15	118.7
	Accounts . . .	...	2.2	21.6	11.2	10.2	27.4	8.4	34.5	1.6	117.1
Total Provincial	Accounts. 1896-97	...	128.0	278.7	168.9	382.9	286.6	247.1	322.1	317.5	2,131.8
	Budget . . .	...	150.3	545.2	153.3	338.6	308.8	257.1	215.0	302.7	2,291.0
	Revised . . .	...	150.6	524.5	239.7	310.1	309.4	219.0	190.7	266.0	2,210.0
	Accounts . . .	...	150.7	528.2	247.5	321.9	295.0	233.8	212.4	268.5	2,255.0
<b>LOCAL.</b>											
Departmental	Accounts. 1896-97	4.6	14.2	61.0	74.5	...	161.7	78.4	4.0	147.2	545.6
	Budget . . .	4.1	11.2	57.8	81.3	...	160.7	81.0	6.7	100.0	502.8
	Revised . . .	4.3	10.0	50.2	80.2	...	151.5	76.0	5.8	115.0	493.9
	Accounts . . .	4.3	8.4	53.5	72.1	...	153.9	73.2	4.6	109.8	479.8
Civil Officers	Accounts. 1896-97	1.5	16.4	42.0	...	430.9	54.9	12.9	436.2	143.8	1,139.8
	Budget . . .	1.6	20.3	59.9	...	497.2	67.9	12.1	462.7	161.3	1,283.0
	Revised . . .	1.2	14.2	45.1	1	409.0	52.0	14.0	432.9	133.5	1,102.0
	Accounts . . .	1.5	11.1	46.8	1	410.9	49.3	14.7	426.5	123.4	1,084.8
Total Local.	Accounts. 1896-97	6.1	30.6	103.0	74.5	430.9	216.6	91.3	440.2	291.0	1,685.1
	Budget . . .	5.7	31.5	117.7	81.3	497.2	228.6	93.1	469.4	261.3	1,785.8
	Revised . . .	5.5	24.2	95.3	80.3	409.0	203.5	90.0	438.7	249.4	1,595.0
	Accounts . . .	5.8	19.5	100.3	72.2	410.9	203.1	87.9	431.1	233.2	1,564.0
GRAND TOTAL	Accounts. 1896-97	150.3	159.4	678.7	275.0	881.2	521.3	412.3	767.0	629.4	4,474.5
	Budget . . .	166.7	183.3	662.9	244.1	906.4	552.4	390.1	713.0	579.3	4,392.0
	Revised . . .	208.3	176.3	609.0	335.3	789.1	520.9	353.5	643.9	529.6	4,171.8
	Accounts . . .	164.2	171.5	617.6	338.6	795.3	511.4	362.5	648.4	514.6	4,124.4



## Section K.—BUILDINGS AND ROADS—EXPENDITURE—concluded.

## 45.—Civil Works—continued.

1897-98. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,474.5	TOTAL INDIA	4,398.2	4,172.1	4,124.1
	ENGLAND—			
55.3	Furlough Pay and Allowances of Officers in P. W. Department	59.0	46.0	46.4
26.0	Royal Indian Civil Engineering College, Cooper's Hill	25.4	25.6	26.2
4.3	Sundry Items	4.5	4.7	4.9
5.8	Stores for India	1.9	3.9	3.4
91.4		90.8	80.2	80.9
60.4	EXCHANGE	59.9	44.9	45.5
4,626.3	GRAND TOTAL	4,548.9	4,297.2	4,250.5

## Imperial Works.

280. *Departmental Officers.*—The expenditure in 1897-98 was less than that of the previous year by 357.0. The decrease was mainly due to the expenditure on works in Upper Burma, which had hitherto been met from Imperial funds, having been transferred to Provincial, with effect from 1st April 1897. Excluding Burma, the expenditure during 1897-98 was 50.0 less than that of the previous year. The decrease occurred chiefly in Assam (12.7) and the Punjab (33.1). The former was principally due to less expenditure on the construction of the Nichuguard-Manipur road, which is approaching completion, and to the expenditure on repairs of this road having been charged to Provincial in 1897-98; and the latter was due to the large expenditure incurred in the previous year on the re-construction of the Public Works Department Secretariat Buildings at Simla. The increase of 12.7 in India was the net result of an increased expenditure of 51.5 on the Bangalore water-works and of a reduction of expenditure aggregating 38.8 in the minor provinces classified under "India General and Political," owing chiefly to the grants made available being smaller than in the previous year. The decrease in the remaining provinces was due to a smaller programme of works in 1897-98.

281. The actuals fell short of the Budget Estimate by 20.2. The decrease was due partly to a write-back of 10.8 from Imperial to Provincial on account of suspense balances appertaining to Civil Works in Upper Burma, and partly to the requirements in Bengal, Madras and Bombay having been over-estimated. The increase of 9.4 in Assam was due partly (about 5.8) to the re-construction and repairs of Imperial Buildings damaged by the earthquake, and partly (about 3.6) to irregular expenditure towards the close of the year on the Nichuguard-Manipur road.

## Provincial Works.

282. *Departmental Officers.*—The expenditure in 1897-98 exceeded that of the previous year by 181.5. The increase was due chiefly to the expenditure on Civil Works in Upper Burma having been made Provincial, with effect from 1st April 1897. The increases of 20.5 in the Central Provinces and of 11.2 in the North-Western Provinces were due to larger grants having been made available. The increase of 72.7 in Assam was due to the restoration and repairs of buildings damaged by the earthquake. The decrease of 40.7 in Bengal was due to a smaller programme of works. The decrease would have been larger by 16.4 had it not been for repairs to earthquake damages to buildings. The decrease in the Punjab (16.0), Madras (64.5), and Bombay (49.8) was due to restriction of expenditure owing to famine in the former two provinces and plague and famine in the latter. Compared with the Budget Estimate, the actuals show a decrease of 23.3; the net result of an increase of 88.0 in Assam due to repairs of earthquake damages and to savings aggregating 111.3 in other provinces, owing mainly to the restriction of expenditure in consequence of famine and plague. The excess in Assam was covered by additional grants.

283. *Civil Officers.*—The decrease of 55.3 in expenditure, as compared with that of the previous year, was due chiefly to smaller grants for repairs to roads and new works of Miscellaneous Public Improvement in Bengal and to Municipalities in Madras for water-supply and drainage works. The lapse of 16.4 from the Budget Estimate in Madras was due to the progress on the construction of the Mount Capper Jail not having been so great as anticipated, and to smaller allotments to Municipalities for water-supply and drainage works.

## Local Works.

284. *Departmental Officers.*—The expenditure in 1897-98 was less than that of the previous year by 65.8. The decrease was mainly due to smaller grants having been assigned by the several Local Governments. The lapse from the Budget Estimate was due to an over-estimate of expenditure. The increase of 9.8 in Bombay was due to outlay incurred against supplementary grants aggregating 25.9 sanctioned by Local Boards; this grant was not, however, fully utilized owing to failure of contractors to complete works and to non-payment of compensation for land.

285. *Civil Officers.*—The expenditure in 1897-98 was less than that of the previous year by 55.3 and the Budget Estimate by 198.8. The decrease occurred in all the provinces except Punjab, where there was a small excess of 2.6. The saving was mainly due to the restriction of expenditure in consequence of famine. The excess in Assam has been covered by additional grants sanctioned by the Government of India and the Local Government.



## Section L.—ARMY SERVICES.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
953.3	RECEIPTS . . .	881.3	897.2	881.9
24,255.3	EXPENDITURE . . .	24,195.5	27,027.0	26,966.8
<u>23,302.0</u>	NET . . .	<u>23,314.2</u>	<u>26,129.8</u>	<u>26,114.9</u>

286. The Indian and English portions of the above figures are as follows :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
RECEIPTS.				
824.1	India . . .	814.6	820.7	809.4
77.8	England . . .	40.2	49.0	46.4
51.4	Exchange . . .	26.5	27.5	26.1
<u>953.3</u>	TOTAL . . .	<u>881.3</u>	<u>897.2</u>	<u>881.9</u>
EXPENDITURE.				
17,261.3	India . . .	16,958.9	20,300.3	20,362.6
4,211.1	England . . .	4,353.4	4,312.0	4,244.2
2,782.9	Exchange . . .	2,873.2	2,414.7	2,390.0
<u>24,255.3</u>	TOTAL . . .	<u>24,195.5</u>	<u>27,027.0</u>	<u>26,996.8</u>

287. The receipts in India fell short of the Budget Estimate and of the actuals of the previous year by 5.2 and 14.7 respectively. The variations do not call for any special remarks.

288. The receipts in England exceeded the Budget Estimate chiefly by larger receipts on account of the Indian Troop Service and increase in the subscriptions to the Pension Fund.

289. The following statement shows separately the ordinary and special charges included under expenditure in India :—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
SPECIAL ITEMS :—				
...	Military operations on the			
...	N.-W. Frontier . . .	3,864.0	3,848.0	
352.7(a)	Other special services . . .	187.6(b)	188.5	
337.6	Mobilization arrangements . . .	...	...	
<u>690.3</u>		<u>321.6</u>	<u>4,051.6</u>	<u>4,036.5</u>
16,571.0	Other Charges . . .	16,647.3	16,248.7	16,326.3
<u>17,261.3</u>	TOTAL . . .	<u>16,958.9</u>	<u>20,300.3</u>	<u>20,362.8</u>

(a) Includes charges for Waziristan Field Force and Chitral Relief Force } both classified in the Financial Statement  
(b) " provision for Chitral Relief Force. } as warlike operations.

290. Under the head "Military Operations on the North-West Frontier" are shown charges incurred in connection with the Tochi Field Force, the Malakand Field Force and North-West Frontier disturbances, and the force sent to Mekran. These operations commenced in June 1897, and, for the first two, extra grants of 341.8 and 3,350.0, respectively, were sanctioned by the Finance Department in August 1897 and January 1898. A further grant of 146.2 will therefore be necessary.



## Section L.—ARMY SERVICES—continued.

291. The total Budget provision and actual expenditure for Other Special Services are shown in detail below :—

Charges for—	1897-98.	
	Budget.	Accounts.
Occupation of Chitral and its communications . . . . .	182,6	65,0
Chitral Relief Force . . . . .	6,5	2,8
Wano Garrison . . . . .	30,8	32,0
Tochi Garrison . . . . .	46,0	43,7
Gilgit Agency . . . . .	32,8	14,2
Kajuri Kach and Jondola Garrisons . . . . .	10,4	11,2
Kengtung Garrison . . . . .	11,5	19,4
Las Bela Escort . . . . .	1,0	2
	<u>321,6</u>	<u>188,5</u>

292. The saving under "Occupation of Chittal and its communications" and "Tochi Garrison" was partly nominal, as the extra expenditure incurred on account of the normal garrisons in Chitral, the Malakand and the Tochi Valley was compiled for a part of the year under the head "Malakand Field Force, etc.," in the first two cases and under "Tochi Field Force" in the other case. The decrease under "Gilgit Agency" was in Commissariat charges, and was due to the reduction of the garrison and to recoveries on account of the year 1896-97 having been adjusted by deduction from expenditure in 1897-98. The small excess under the head "Kengtung Garrison" was due to *atta* having been issued to the Native troops stationed there instead of rice.

293. The cause of the reduction of 321,2 in the ordinary expenditure, as compared with the Budget, is shown by the following figures :—

	Budget.	Accounts.	Excess + Reduction—
Army and Garrison Staff . . . . .	551,2	533,0	—18,2
Regimental Pay . . . . .	8,404,7	8,266,4	—138,3
Commissariat . . . . .	3,616,2	3,611,1	—5,1
Remount . . . . .	366,8	303,3	—63,5
Clothing . . . . .	259,7	245,0	—14,7
Medical . . . . .	746,4	748,6	+2,2
Ordnance . . . . .	882,8	851,9	—30,9
Miscellaneous . . . . .	94,4	76,3	—18,1
Other heads . . . . .	1,725,1	1,690,5	—34,6
<b>TOTAL</b> . . . . .	<u>16,647,3</u>	<u>16,326,1</u>	<u>—321,2</u>

The principal savings are tabulated below :—

(1) Smaller payments of Exchange Compensation Allowance, owing to the actual payment rates of exchange being higher than the Budget rate . . . . .	61,8
(2) Savings in pay, stores and clothing secured by the despatch to Mombassa of the 27th Bombay Infantry and Head-Quarters Wing, 4th Bombay Rifles, at the cost of the Home Government . . . . .	10,4
(3) Savings from the short strength of the Army, due chiefly to the establishment of British Infantry in India having been short by two battalions for a part of the year . . . . .	106,9
<b>Carried over</b> . . . . .	<u>179,1</u>



Section L.—ARMY SERVICES—*concluded.*

	Brought forward	179,1
(4) Transfer to the Civil Department of the charge for the pay of soldiers and medical officers on plague duty		17,1
(5) Savings due to the purchase of a smaller number of remounts and young stock and to the purchase of Australian animals at a more favourable rate of exchange		34,5
(6) Smaller consumption of malt liquor, owing to the absence of several British regiments on field service and reduction in price from 1st January 1898 under a new contract		56,8
(7) Less expenditure for movement of troops and stores in consequence of troops being on field service		53,3
(8) Lapse of the special grant for the purchase of camels for mobilization purposes		10,1
(9) Less charge for camps of exercise, owing to troops being on field service		8,1
(10) Savings in the cost of feed of cattle and remounts		52,4
(11) Recoveries by deduction from charge of the value of supplies to other departments		20,2
(12) Savings in the cost of clothing		13,0
(13) Less charge for horse allowance to Artillery and Cavalry officers		11,8
(14) Favourable rates of food supplies in the Madras Command		42,9
(15) Savings under Reserve Force, Ambulance Transport, war service materials, cultivation expenses and contingencies		37,1
		<u>536,4</u>

## The only considerable excesses are—

(1) Increased cost of food supplies owing to famine and field operations on the North-West Frontier	48,8
(2) Special money grants to European and Native troops on the occasion of the Diamond Jubilee	11,7
(3) Compensation to Natives for dearness of provisions and forage.	180,9
	<u>241,4</u>

294. As compared with the actuals of the previous year, the excess was due to the expenditure on the Military Operations on the North-West Frontier. Rejecting these charges, there was a decrease due mainly to the mobilization charges of the previous year (337,6) and the balance to the adoption of a more favourable rate of exchange for paying British troops, and Exchange Compensation Allowance; to less clothing charges, due to the introduction of the new clothing scheme in 1896-97 having resulted in heavy charges during that year; and to smaller local purchases of supplies for Ordnance Factories, owing mainly to the employment of the factories to manufacture supplies required for the operations on the North-West Frontier, the cost of which was charged to Special Services. These decreases were partly counterbalanced by larger expenditure on account of food supplies in consequence of the famine.

295. The expenditure in England showed a saving, as compared with the Budget, chiefly under Indian Troop Service and Stores. Under the former, it was due to the engagement of smaller transports, and under the latter to a smaller demand for stores. Less charges for Deferred pay caused a saving under Home charges of British forces serving in India; and the absence of fewer officers on furlough in England resulted in a decrease under Furlough Allowances of Officers of the Indian service.



## Section L.—ARMY SERVICES—RECEIPTS.

## XXXIII.—Army.

1896-97. Accounts.		1897-98. Budget. Revised. Accounts.	
INDIA—			
EFFECTIVE SERVICES—			
7.3	Regimental Pay, Allowances and Charges . . . . .	7.8	7.0 6.1
452.3	Commissariat Establishments, Supplies and Services . . . . .	459.9	387.1 389.5
13.0	Remount and Veterinary Establishments, Supplies and Services . . . . .	14.7	14.9 12.3
81.8	Clothing Establishments, Supplies and Services . . . . .	88.6	82.0 77.2
3.2	Barrack Establishments, Supplies and Services . . . . .	3.8	3.3 3.3
30.7	Medical Establishments, Supplies and Services . . . . .	26.9	27.9 29.1
122.9	Ordnance Establishments, Stores and Camp Equipage . . . . .	116.7	118.6 118.6
1.4	Education . . . . .	1.2	1.5 1.5
4.6	Sea Transport Charges . . . . .	1.8	1.8 1.9
13.4	Miscellaneous Services . . . . .	10.0	7.7 7.7
730.6	TOTAL EFFECTIVE SERVICES . . . . .	730.4	651.3 647.2
NON-EFFECTIVE SERVICES—			
4	Rewards for Military Services . . . . .	6	4 3
...	Military Pensions to Natives . . . . .	1	... 1
93.1	Widows' Pensions and Compassionate Allowances . . . . .	83.5	86.7 88.2
93.5	TOTAL NON-EFFECTIVE SERVICES . . . . .	84.2	87.1 88.6
...	Military operations on the N.-W. Frontier . . . . .	...	82.3 73.6
824.1	TOTAL INDIA . . . . .	814.6	820.7 809.4
ENGLAND—			
64.9	Effective Services . . . . .	29.2	34.8 32.0
12.9	Non-effective Services . . . . .	11.0	14.2 14.4
77.8	TOTAL ENGLAND . . . . .	40.2	49.0 46.4
51.4	EXCHANGE . . . . .	26.5	27.5 26.1
953.3	GRAND TOTAL . . . . .	881.3	897.2 881.9

296. In the Indian Receipts the total decrease, as compared with the Budget, is only 5.2. There was a heavy decline under *Commissariat*, which is explained below. The falling off under *Clothing Establishments* was due to smaller receipts from sales of part-worn cloths under the new clothing scheme, according to which all personal clothing becomes the property of the soldiers, and to smaller issues of regimental necessaries. The special recovery of 73.6 on account of the Tochi and Malakand Field Forces, classed under "*Military Operations on the North-West Frontier*," largely reduced the falling off.

297. The details of the receipts under *Commissariat* are as follows:—

1896-97. Accounts.		1897-98. Budget. Revised. Accounts.	
317.7	Sale of malt liquor . . . . .	319.8	261.1 263.0
72.9	Sale of provisions and stores . . . . .	68.7	73.4 77.0
19.9	Sale of rum . . . . .	15.8	19.0 16.4
29.8	Other heads . . . . .	39.7	26.7 26.4
12.0	Special Services . . . . .	15.9	6.9 6.7
452.3	TOTAL . . . . .	459.9	387.1 389.5

298. The falling off in the sale-proceeds of malt liquor was due to smaller consumption owing to the absence of a large number of British troops on field service, where malt liquor is not issued. Under *Other heads* the largest decrease was due to the sale of fewer elephants than anticipated. The receipts under *Special Services* for a part of the year were classified under "*Military Operations on the North-West Frontier*". The decrease, as compared with the previous year, was also the result of the causes explained above.



## Section L.—ARMY SERVICES—RECEIPTS—continued.

## XXXIII.—Army—continued.

299. The receipts in England exceeded the Budget Estimate by 2,8 under *Effective Services*, due to increased receipts on account of the Indian Troop Service (7,8) and to larger sales of unserviceable stores (1,7), counterbalanced by a decrease of 5,8 in the value of clothing, etc., in possession of Regiments on their transfer from the Indian to the British Establishment, and by 3,4 under *Non-Effective Services*, due chiefly to sufficient provision not having been made for the growth of receipts under the Indian Military Service Family Pensions.



## Section L.—ARMY SERVICES—EXPENDITURE.

## 46.—Army.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>INDIA—</b>				
<b>EFFECTIVE CHARGES—</b>				
553.1	Army and Garrison Staff . . . . .	556.7	532.3	535.2
204.3	Administrative Staff . . . . .	204.3	203.1	204.4
8,598.7	Regimental Pay, etc. . . . .	8,432.4	8,287.6	8,278.2
3,900.6	Commissariat . . . . .	3,853.0	3,628.0	3,747.6
364.9	Remount and Veterinary . . . . .	366.8	307.2	303.3
305.2	Clothing . . . . .	260.3	252.0	245.8
234.6	Barrack Establishment, etc. . . . .	234.7	225.8	233.1
42.2	Administration of Martial Law . . . . .	42.6	42.1	40.8
755.1	Medical . . . . .	749.5	716.0	750.6
921.4	Ordnance . . . . .	882.9	861.7	852.0
28.2	Ecclesiastical . . . . .	30.2	29.4	28.3
46.8	Education . . . . .	48.3	47.5	45.8
60.6	Sea Transport Charges . . . . .	56.8	65.8	66.1
141.1	Miscellaneous Services . . . . .	137.8	117.7	108.5
191.1	Volunteer Corps . . . . .	193.8	185.9	185.4
16,347.9		16,050.3	15,502.1	15,624.6
7.2	Unadjusted Expenditure . . . . .	...	...	—32.4
16,355.1	<b>TOTAL EFFECTIVE CHARGES (INDIA)</b> . . . . .	16,050.3	15,502.1	15,592.2
...	Military operations on the N.-W. Frontier . . . . .	...	3,864.0	13,848.0
<b>NON-EFFECTIVE CHARGES—</b>				
12.0	Rewards for Military Services . . . . .	17.7	22.7	19.5
103.3	Military Pensions to Europeans . . . . .	113.0	103.6	99.7
705.3	Ditto to Natives . . . . .	700.8	718.6	714.9
23.0	Widows' Pensions and Compassionate Allowances . . . . .	24.5	26.5	25.4
62.6	Superannuation Pensions and Gratuities . . . . .	62.6	62.8	62.9
906.2	<b>TOTAL NON-EFFECTIVE CHARGES (INDIA)</b> . . . . .	918.6	934.2	922.4
17,261.3	<b>TOTAL INDIA</b> . . . . .	16,968.9	20,300.3	20,362.6
<b>ENGLAND—</b>				
<b>EFFECTIVE CHARGES—</b>				
832.7	Home Charges of British Forces serving in India . . . . .	837.0	834.7	828.1
221.3	Furlough Allowances of Officers of the Indian Service . . . . .	230.0	198.0	195.8
240.4	Indian Troop Service . . . . .	251.8	235.6	229.0
5.8	Passage of Officers and Troops otherwise than in Troopship . . . . .	6.0	19.0	17.7
18.3	Miscellaneous . . . . .	27.6	32.5	31.7
523.8	Stores for India . . . . .	569.2	572.9	527.1
1,841.3	<b>TOTAL EFFECTIVE CHARGES (ENGLAND)</b> . . . . .	1,921.6	1,892.7	1,829.4
<b>NON-EFFECTIVE CHARGES—</b>				
468.8	Retired Pay, etc., of British Forces on account of service in India . . . . .	497.0	506.8	506.8
1,791.4	Pay and Pensions of Non-effective and Retired Officers of the Indian Service . . . . .	1,824.8	1,800.0	1,796.1
84.4	Miscellaneous Pensions . . . . .	84.0	85.0	84.4
24.2	Indian Service Family Pensions . . . . .	26.0	27.5	27.5
2,368.8	<b>TOTAL NON-EFFECTIVE CHARGES (ENGLAND)</b> . . . . .	2,431.8	2,419.3	2,414.8
4,211.1	<b>TOTAL ENGLAND</b> . . . . .	4,353.4	4,312.0	4,244.2
2,782.9	<b>EXCHANGE</b> . . . . .	1,873.2	2,414.7	2,390.0
34,255.3	<b>GRAND TOTAL</b> . . . . .	24,195.5	27,027.0	26,996.8



## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Army and Garrison Staff.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
25.4	Commander-in-Chief . . . . .	27.2	26.9	24.5
41.7	Lieutenant-Generals Commanding the Forces . . . . .	43.5	41.0	41.6
73.3	Adjutant General . . . . .	76.6	75.0	79.1
16.8	Artillery Branch . . . . .	16.2	15.2	14.7
4.0	Cavalry Branch . . . . .	3.8	3.5	3.8
14.2	Musketry Inspection . . . . .	25.0	24.0	23.1
52.3	Quarter Master General . . . . .	55.9	50.7	50.7
3.3	Gymnastic Instruction . . . . .	3.5	3.8	3.7
3.5	Army Signalling . . . . .	3.5	3.3	3.4
188.3	District Commands . . . . .	184.5	179.6	185.8
62.9	Garrison and Station Staff . . . . .	61.6	60.6	59.3
29.3	Hill Sanitaria . . . . .	29.4	27.0	24.8
10.6	Miscellaneous Depôts . . . . .	11.2	10.6	10.2
11.9	Staff of Local Forces . . . . .	9.1	8.2	8.1
3	Staff Miscellaneous . . . . .	1	3	2
5.3	Special Services . . . . .	5.5	3.6	4.2
<u>553.1</u>		<u>556.7</u>	<u>532.3</u>	<u>535.2</u>

300. Of the total saving of 21.5 under this head, as compared with the Budget, 10.5 was due to less payment of salaries and 5.8 to less payment of Exchange Compensation Allowance. The large saving was under the sub-head *Hill Sanitaria*, due chiefly to the closing of hill depôts in the Bengal and Punjab Commands during the winter months. There was also a saving of 4.0 in the tour expenses of the Commander-in-Chief in India, and of Lieutenant-Generals Commanding the Forces. Under *Special Services* the expenditure for a part of the year on account of the "Occupation of Chitral" and "Tochi Garrison" was shown under Military Operations on the North-West Frontier.

## Administrative Staff.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
15.8	Personal Staff of the Governor-General, Governors, and Lieutenant-Governors . . . . .	15.9	15.9	16.2
17.0	Accountant General, Military Department . . . . .	17.0	17.0	17.6
	Controller of Military Accounts—			
27.6	Central Branch . . . . .	27.2	26.9	27.6
14.1	Accounts Branch . . . . .	14.4	14.3	14.0
43.1	Pay Branch . . . . .	43.1	44.6	45.1
34.2	Commissariat Branch . . . . .	34.0	34.8	34.2
7.6	Commissariat Branch, Rangoon . . . . .	7.4	7.8	7.6
19.4	Ordnance and Clothing Branches . . . . .	18.5	19.2	19.3
17.6	Circle, Field and Pension Pay Officers . . . . .	14.9	14.2	13.9
6.6	Inspections, Special Duties, and Probationers . . . . .	10.4	7.8	8.2
1.3	Special Services . . . . .	1.7	6	6
<u>204.3</u>		<u>204.5</u>	<u>203.1</u>	<u>204.4</u>

301. The variations under this head are small and do not require any explanation.

## Regimental Pay.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,260.6	European Army . . . . .	4,079.5	3,994.9	3,956.0
4,308.9	Native Army . . . . .	4,325.2	4,279.4	4,310.4
29.2	Special Services . . . . .	27.7	13.3	11.8
<u>8,598.7</u>	<b>Total</b>	<u>8,432.4</u>	<u>8,287.6</u>	<u>8,278.2</u>

302. The saving under this head of 154.2, as compared with the Budget Estimate, was due chiefly to a decrease of 40.9 under Exchange Compensation Allowance, of 85.8 under pay due to the short strength of British troops in India, of 14.6 under salaries due chiefly to the absence of officers on leave, and to deputations to the Civil Department for employment on plague duty. The saving of 320.5, as



Section L.—ARMY SERVICES—EXPENDITURE—continued.

Regimental Pay—continued.

compared with the actuals of the previous year, was due chiefly to the adoption of more favourable rates of exchange for payment of British troops, to less Exchange Compensation Allowance, to the British Infantry having been below the authorized strength by two battalions for a part of the year, and to other British troops having been less in excess of the authorized strength than in the previous year.

303. The details of the principal sub-heads of the European Army are given below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
1,074.5	Artillery . . . . .	1,019.2	1,012.8	1,006.0
441.1	Cavalry . . . . .	408.2	409.0	405.0
5.5	Engineers . . . . .	5.9	4.9	3.9
2,640.7	Infantry . . . . .	2,548.0	2,474.4	2,442.7
4.2	Invalid and Veteran Establishment . . . . .	3.8	3.5	3.5
49.8	Staff Corps, General List Officers, Unattached and Unemployed Officers . . . . .	48.2	41.2	45.1
7.2	Colonel's Allowances . . . . .	9.6	4.3	5.4
37.6	Other Charges . . . . .	36.6	44.8	44.4
4,260.6	TOTAL . . . . .	4,079.5	3,994.9	3,956.0

304. Under *Artillery* the saving, as compared with the Budget Estimate, was due chiefly to an insufficient deduction having been made on account of officers absent in Europe (3.7), to less Exchange Compensation Allowance (4.6), to the replacement of Civilian Ordnance artificers by sergeant armament artificers on lower rates of pay, and to vacancies in the permanent establishment of lascars and followers, etc., (6.9), and to less charges for horse allowance (4.9), partly counterbalanced by increased charges for good conduct pay (3.6), and deferred pay (3.5). Under *Cavalry* the saving due to absence of officers in Europe (2.1), and to Exchange Compensation Allowance (1.5) was more than counterbalanced by an excess of 6.5 in the pay of warrant and non-commissioned officers, rank and file, and native artificers and followers due to excessive deduction for probable savings; but the charge for horse allowance was less by 6.8. Under *Infantry* there was a saving of 13.8 in the pay of officers, and of 72.0 in that of warrant and non-commissioned officers, rank and file, due chiefly to short strength of the British Infantry by two battalions for a part of the year, and of 10.9 in Exchange Compensation Allowance. Under *Staff Corps*, etc., the largest saving was under General Officers unemployed, due to retirements. Under *Colonel's Allowances* the saving was due chiefly to fewer recipients. Under *Other charges* the excess was mainly the result of money grants to troops on the occasion of the Diamond Jubilee. The decrease, as compared with the previous year, has been explained above.

305. The details of the principal sub-heads under the Native Army are as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
56.6	Artillery . . . . .	57.0	56.3	57.4
13.7	Body-Guard . . . . .	15.0	15.0	14.8
1,284.9	Cavalry . . . . .	1,287.8	1,280.3	1,276.4
139.0	Sappers and Miners . . . . .	134.7	138.2	136.0
2,587.6	Infantry . . . . .	2,594.6	2,563.0	2,596.9
53.0	Annual grant-in-aid of half-mounting . . . . .	49.7	52.8	57.0
28.0	Kit-money for Recruits . . . . .	34.6	29.0	26.2
32.5	Hutting-money . . . . .	28.7	29.0	27.5
69.9	Reserve Forces . . . . .	77.2	70.0	72.3
43.7	Other Charges . . . . .	45.9	45.8	45.9
4,308.9	TOTAL . . . . .	4,325.2	4,279.4	4,310.4

306. The variations were not large under any of the sub-heads, and it is only necessary to specify a few of them. Under *Cavalry* there was a saving of 11.4 as compared with the Budget Estimate, 8.8 of which was due to the absence of officers on furlough in England, recovery of home advances, and the deputation of officers on plague duty at the cost of the Civil Department, and 6.5 to less Exchange Compensation Allowance. These savings were partly counterbalanced by an increase of (3.8) in the pay of native commissioned and non-commissioned officers, due to an advance payment of salary to certain corps, and to an over-estimate of probable savings in the Budget. Under *Annual Grant-in-aid of Half Mounting* the Budget provision was insufficient. The saving under *Kit money for Recruits* was due to the enlistment of fewer recruits than anticipated.

307. The decrease under *Special Services* is due to the causes already explained.



**Section L—ARMY SERVICES—EXPENDITURE—continued.**  
**Commissariat Charges.**

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
505.2	Establishment . . . . .	528.4	501.8	513.1
1,742.2	Supplies . . . . .	1,779.0	1,753.0	1,870.8
863.1	Services . . . . .	938.9	895.4	905.3
338.4	Transport Branch . . . . .	369.9	346.3	321.9
247.1	Special Services . . . . .	236.8	131.5	136.5
204.6	Mobilization . . . . .	...	...	...
<u>3,990.6</u>	<b>TOTAL . . . . .</b>	<u>3,853.0</u>	<u>3,628.0</u>	<u>3,747.6</u>

308. The saving under this head (105.4) was the result chiefly of an excess under *Supplies* and savings under all the other heads. The excess was due to large payments of compensation to Native troops for dearness of provisions and forage owing to high prices in consequence of famine, partly counterbalanced by small local purchases of malt liquor due to the absence of a large number of troops on field service. The saving under *Services* occurred chiefly in Railway, and Sea and Inland water charges, owing to fewer movements of troops and smaller consignments of stores due to the large number of troops on field service. Under *Transport* there were smaller purchases of animals, and under *Special Services* the decrease was due chiefly to the expenditure on the "Occupation of Chitral and its Communications" for a part of the year having been charged under Military Operations in the North-West Frontier.

309. The decrease, as compared with the previous year, was due to absence of mobilization expenditure. Rejecting this item there was an excess of 51.6, chiefly due to higher prices for food supplies and forage, counterbalanced by the decrease under *Special Services* due to the reasons stated above.

310. The details of the expenditure under *Establishment* are given below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
53.0	Supervising Staff . . . . .	51.6	49.1	47.8
236.9	Executive Establishment . . . . .	242.1	230.9	234.1
43.2	Ambulance Transport . . . . .	46.0	43.4	42.1
161.5	Subordinate Establishment . . . . .	177.3	166.8	173.5
9.9	Khedda Establishment . . . . .	7.7	8.4	11.1
1.7	Other Heads . . . . .	3.2	3.2	4.5
<u>505.2</u>		<u>528.4</u>	<u>501.8</u>	<u>513.1</u>

311. Under *Supervising Staff* the saving was due chiefly to absence of officers on furlough and to savings in Office Establishments, etc., (2.0), to less Exchange Compensation Allowance (5), and less travelling and out-station allowances (1.4). Under *Executive Establishment* the saving was due chiefly to insufficient deduction having been made in the Budget for probable savings (2.5), to less Exchange Compensation Allowance (1.8), and to smaller charges for contingencies and advertisements (1.1). Under *Ambulance Transport* the reduction was due to short strength of bearers. Under *Subordinate Establishment* the saving was due principally to less expenditure for water gear and establishments and for supply of water, owing chiefly to the absence of a number of troops on field service. Under *Khedda Establishment* the increase was due to the entertainment of a larger temporary establishment for hunting operations than was provided for, and to hire of elephants, boats, and carts to a larger extent than anticipated.

312. Under *Supplies* the details are as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
701.2	Provisions for Europeans . . . . .	765.4	730.0	748.5
155.6	Provisions for Natives . . . . .	188.0	173.5	178.9
	Compensation to Natives—			
405.6	(a) for dearness of provisions . . . . .	371.7	396.0	481.1
107.8	(b) for dearness of forage . . . . .	80.0	138.0	151.5
16.1	Purchase of Reserve Stock . . . . .	19.5	17.2	13.7
353.3	Malt Liquor purchased locally . . . . .	350.1	293.6	293.3
7.4	Rum . . . . .	5.7	5.5	3.1
2.8	Dairy Farms . . . . .	3.4	3.5	3.8
...	Contingent Expenses . . . . .	2	2	...
—7.6	Deduct—Value of Supplies to other Departments . . . . .	—5.0	—4.5	—3.1
<u>1,742.2</u>		<u>1,779.0</u>	<u>1,753.0</u>	<u>1,870.8</u>



## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Commissariat Charges—continued.

313. There was an increase of 95.8 in the aggregate, made up chiefly of increased payments of compensation to Native troops, counterbalanced by savings under Malt Liquor. The excess under *Compensation*, etc., was due to the prevalence of high prices of both food supplies and forage on account of the famine. The saving under *Malt Liquor* was due to the absence of a large number of British troops on field service, where malt liquor was not issued, and to a more favourable contract for supplies. The savings under *Provision for Europeans* and *Provision for Natives*, due to short strength of troops and favourable rates of food supplies, were reduced to a certain extent by larger purchases for stock purposes. The excess over the previous year (128.6) occurred chiefly under *Provisions for Europeans* (47.3) and *for Natives* (23.3), and under *Compensation to Natives, etc.* (119.2), due chiefly to high prices due to famine, counterbalanced chiefly by a decrease under *Malt Liquor* (60.0), due to the reasons explained above.

314. Under *Services*, excluding Special Services, the following details are supplied:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
33.4	Hire of Transport . . . . .	39.0	32.0	41.4
18.7	Sea and Inland Water Charges . . . . .	23.7	22.6	21.5
347.2	Railway Charges . . . . .	409.4	349.8	357.4
57.0	Grass Cultivation . . . . .	86.2	83.7	76.6
312.8	Feed of Horses, Battery Mules, Yabooks, Bullocks and Elephants . . . . .	267.2	311.5	319.7
9.1	Regimental Equipment and Camp Contingencies . . . . .	12.0	8.4	7.4
24.9	Implements, Godown Furniture, etc. . . . .	27.4	27.1	31.8
60.0	Other Heads . . . . .	74.0	60.3	49.7
863.1		938.9	845.4	905.3

315. Under the first head the small excess of 2.4 was due to more movements of European troops by route march and to less utilization of Government transport, partly counterbalanced by less charges for the conveyance of stores due to smaller consignments of Commissariat and Miscellaneous stores. Under the next two heads the saving was due to fewer movements of European and Native troops and to the conveyance of smaller consignments of stores, especially Commissariat and Ordnance stores. Under *Grass Cultivation* the saving was chiefly under Establishments. Under feed of *Horses, Battery Mules, etc.*, the excess, both over the Budget (52.5) and the actuals of the previous year, was due to higher prices owing to scarcity and to field operations on the North-West Frontier. The saving under *Regimental Equipment* (4.6), due to the absence of several regiments on field service, was nearly covered by the excess under the next head (4.4) caused by larger purchases of dead stock articles and more contingent charges incurred in Commissariat Godowns. Under *Other Heads* the saving occurred chiefly under Cattle Farm (Hissar) (18.4), and was due chiefly to issues of food supplies to cattle having been made from reserve stock and to a number of cattle having been sent to other districts to graze owing to scarcity of fodder at Hissar. There was also a saving of 1.3 in the charges for feed of elephants under Khedda charges (Dacca), due to casualties among Khedda elephants, and of 1.2 on account of smaller purchases of battery bullocks and savings in the purchase and repair of gear. The excess, as compared with the actuals of the previous year under the first three heads, was due chiefly to larger movements of troops and stores, and that under *Grass Cultivation* to a change in classification in the Madras and Bombay Commands.

316. The details of the charges in the *Transport Branch* are as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
333.6	Depôt and Regimental . . . . .	363.0	339.1	315.8
4.8	Ambulance Transport . . . . .	6.9	7.2	6.1
338.4	TOTAL . . . . .	369.9	346.3	321.9

317. Under *Depôt and Regimental* the large saving was chiefly due to fewer purchases of animals, to the cost of replacement of animals killed and articles issued on field service having been charged to the service concerned, and to smaller charges for food.

318. Under *Special Services* the saving was due mainly to the causes already explained (86.4), and to the reduction of the Gilgit Garrison (15.9), partly counterbalanced by higher charges on account of "Wano Garrison," "Tochi Garrison," and "Kajuri Kach and Jandola Garrisons," due to high prices of food supplies.



## Section I.—ARMY SERVICES—EXPENDITURE—continued.

## Remount and Veterinary.

319. The details are given below:

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
3.5	Supervising Staff . . . . .	3.4	3.3	3.3
27.9	Depôt Establishments . . . . .	35.2	34.6	33.5
9.3	Veterinary Inspection . . . . .	8.8	8.5	9.0
34.0	Station Veterinary Hospitals . . . . .	35.3	33.7	31.8
5	Veterinary Schools . . . . .	4	5	4
2.4	Remount Depôt, Garden Reach . . . . .	2.7	2.1	2.3
121.7	Purchase of Remounts . . . . .	140.0	117.3	118.7
30.2	Feed of Cattle and Remounts . . . . .	93.0	63.3	65.1
37.3	Miscellaneous . . . . .	48.0	43.9	39.2
187.5	Total excluding mobilization . . . . .	366.8	307.2	303.3
27.4	Mobilization . . . . .	...	...	...
364.9	Total including mobilization . . . . .	366.8	307.2	303.3

320. The total saving (63.5) under this head as compared with the Budget was mainly caused by the purchase of fewer remounts and young stock and at lower rates (13.7) by purchase of Australian animals at more favourable rates of exchange (7.7) and by less feed charges and cultivation expenses (34.5).

## Clothing Establishments.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
11.3	Superintending Establishments . . . . .	11.5	10.9	10.4
26.7	Manufacturing and Store Establishments . . . . .	6.4	6.2	6.1
	Supplies and Services—			
199.4	Factories . . . . .	152.8	143.3	143.9
43.0	Regimental . . . . .	41.2	42.0	33.2
43.6	Compensation in lieu of clothing . . . . .	47.8	48.8	51.4
1.7	Special Services . . . . .	6	8	8
305.2		260.3	252.0	245.8

321. The saving under this grant (14.5) was spread over most of the sub-heads, but occurred mainly under *Factories* (8.9), due to fewer garments having been made up and smaller charges for local purchases; and under *Regimental* (8.0) owing to a reduction in the rates of making clothing, and to claims held over on account of absence of troops on field service. The provision under *Compensation in lieu of clothing* was partly an under-estimate. The larger expenditure of the previous year was mainly under the first two heads named above, and was due to the introduction of the new clothing scheme which resulted in large purchases locally and in the making up of a larger number of garments.

## Barrack Establishments.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4.3	Executive Establishments . . . . .	4.5	4.2	4.1
98.0	Subordinate Establishments . . . . .	55.1	54.0	33.0
13.6	Station Conservancy . . . . .	15.6	15.7	15.3
11.1	Barrack Furniture . . . . .	9.9	10.9	13.1
42.5	Barrack Bedding . . . . .	52.0	48.6	50.3
41.6	Lighting Charges . . . . .	36.5	35.3	35.5
62.2	Miscellaneous . . . . .	58.5	56.4	59.7
1.3	Special Services . . . . .	2.6	7	2.1
234.6		234.7	225.8	233.1

322. The variations from the Budget are generally unimportant, the only items worth mentioning being the saving under *Subordinate Establishments* (2.1) and under *Barrack Bedding* (1.7) against an excess of 3.2 under *Barrack Furniture*. Under the first, it was due to the absence of troops on field service, which caused a saving of 1.1 in the punkha-pulling establishment, and to the extra conservancy establishment not having been entertained to the estimated extent. Under the second, the saving was also partly due to the absence of troops on field service (3.4), and partly to fewer new issues of bedding under the four



## Section L.—ARMY SERVICES—EXPENDITURE—continued.

## Barrack Establishment—continued.

years, rate (3.0), counterbalanced to the extent of 4.5 by the outlay in the Bengal Command to replace condemned bedding. The excess under *Barrack Furniture* was due to increased charges for washing and repair of punka fringes and to the supply of a larger number of bamboo blinds necessitated by fair wear and tear.

## Administration of Martial Law.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	Judge Advocate-General's Department—			
5.7	Head-Quarters . . . . .	6.0	5.8	5.7
15.4	Commands . . . . .	15.7	15.3	14.7
21.1	Miscellaneous . . . . .	20.9	21.0	20.4
42.2		42.6	42.1	40.8

323. There is a trifling saving under this grant head, due chiefly to the absence of officers on furlough and smaller contingent charges.

## Medical Establishments.

324. The charges are classified under the following heads:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
	Medical Establishment—			
28.1	Head-Quarters and Commands	28.2	27.1	26.9
436.8	Districts . . . . .	446.7	425.0	449.3
11.3	Nursing Service . . . . .	12.9	11.9	12.0
28.6	Army Hospital Corps . . . . .	28.3	28.3	27.7
18.8	Medical Store Depôts . . . . .	19.8	19.0	18.6
1.0	Followers' Hospitals . . . . .	1.3	1.0	9
7.9	Miscellaneous . . . . .	10.2	8.3	7.1
225.8	Medical Supplies . . . . .	221.0	220.0	234.7
	Deduct—			
28.1	Issues to other Departments	22.0	26.6	28.6
197.7		199.0	193.4	206.1
730.2	Total excluding Special Services	746.4	714.0	748.6
	Special Services—			
20.5	Mobilization . . . . .	—	—	—
4.4	Other . . . . .	5.1	3.0	3.0
755.1	GRAND TOTAL . . . . .	749.5	716.0	750.6

325. There were savings in all the minor heads with the exception of two, the excesses under which caused a net increase of 1.1 over the Budget. The savings were in almost all cases unimportant, and were due chiefly to variations in salaries and contingencies. The only saving which calls for special notice is that of 3.1 under *Miscellaneous*, which was due principally to fewer Military pupils having been under tuition in Medical Colleges and Schools (1.7), to the closing of certain Cantonment hospitals in the Madras Command (6), and to smaller purchases of books and periodicals (4). The excesses occurred under *Medical Establishment, Districts* and *Medical Supplies*. Under the first the increase (2.6) was the result of an over-deduction in the Budget for probable savings in salary, and of higher charges for temporary establishment and travelling than estimated, partly counterbalanced by savings due to the deputation of officers to the Civil Department for Plague duty and in Exchange Compensation Allowance. The excess under *Medical Supplies* was due to increased expenditure on medical comforts and diet in consequence of increased sickness of troops, and higher rates of articles of diet owing to scarcity. About half of this excess was covered by the increased credit (taken in the accounts by deduction from the charge) under *Issues to other Departments*, owing to larger supplies to Civil hospitals and dispensaries, to famine and plague hospitals, and to troops sent out to Mombassa. The excess under this head (1.1) requires to be sanctioned.

326. The decrease, as compared with the previous year was due chiefly to the absence of mobilization charges in 1897-98. Disregarding this item there was an excess, which occurred mainly under *Medical Establishment, Districts* (12.5), due to the presence of a larger number of officers on duty and to the higher rate of pay granted, with effect from 1st April 1897; and under *Medical Supplies* due to increased sickness of troops and higher price of articles of diet.



## Section L.—ARMY SERVICES EXPENDITURE—continued.

## Ordnance.

327. The charges are sub-divided below, the mobilization charges in 1896-97 being shown separately:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
<b>ESTABLISHMENTS—</b>				
39.4	Supervising Staff . . . . .	41.1	40.7	41.1
197.8	Arsenals and Depôts . . . . .	201.5	198.0	199.2
208.8	Factories . . . . .	226.1	225.1	222.4
11.9	Fort Armaments . . . . .	11.6	10.8	10.9
<b>STORES—</b>				
164.6	For Arsenals and Depôts . . . . .	147.1	147.4	161.9
196.8	For Factories . . . . .	172.6	165.9	163.1
13.8	Freight . . . . .	11.8	10.6	12.2
47.6	Camp Equipage . . . . .	57.0	55.5	53.9
83.3	Line Gear . . . . .	13.9	13.1	12.8
35.1	Other Charges . . . . .	35.6	35.6	34.1
<b>Deduct—</b>				
46.9	Supplies to other Departments . . . . .	35.5	41.1	59.7
888.0	Total excluding Special Services . . . . .	882.8	861.6	851.9
<b>Special Services—</b>				
33.0	Mobilization . . . . .	—	—	—
—	Other . . . . .	—	1	1
921.0		882.9	861.7	852.0

328. The most important excess is that of 14.8 under *Stores for Arsenals and Depôts*, due chiefly to the purchase of stores for Colonial and other Governments. This was, however, more than met by larger recoveries (24.2) under *Supplies to other Departments*, resulting chiefly from the issue of a large quantity of old shot and shell to the Eastern Bengal State Railway (5.0), issue of stores to the Native troops sent to East Africa (6.6), and despatch of stores to Cairo, Malta, etc., (9.7). Under *Stores for Factories*, the provision for local supplies to the Foundry and Shell Factory, Gun Carriage Factories, and to the Kirkee Small Arms Ammunition Factory was over-estimated. The saving under *Factories* was in Salaries and Exchange Compensation Allowance. Under *Camp Equipage* the charges for purchase and repair were less than estimated. As compared with the actuals of 1896-97, almost half the decrease was due to the special expenditure in that year for mobilization. There was a large decrease under *Stores for Factories*, due to smaller purchases owing to the stoppage of ordinary work in consequence of factories being fully occupied for some time in meeting the requirements of the forces on the North-West Frontier. There were larger recoveries in the year under report from other departments, but the decrease due to this cause was more than covered by an increase under *Establishments—Factories*, due to the employment of more extra temporary artificers owing to larger outturn.

## Other Effective Charges.

329. Under *Sea Transport charges* the increase was mainly due to the grant of passages to the British and Native Officers who proceeded to England to form part of the Guard-of-Honour to Her Majesty the Queen on the occasion of the Diamond Jubilee “(2.6),” to more charges for passages from port to port in India (7.9), and to the employment of the R. I. M. S. *Clive* for conveyance to England of the surplus troops of 1896-97 (1.7), partly counterbalanced by a saving in the charges for articles of sea kit supplied to troops on their voyage to England (2.4). The decrease under *Volunteer Corps* was due chiefly to insufficient deduction made in the Budget for probable savings in salaries, and to certain appointments having been held by Civilians (7.4). Savings under Contingencies and Exchange Compensation Allowance (1.8) were more than covered by an excess under travelling (2.1), due to more frequent inspections.

330. The excess of 9.3 under *Sea Transport Charges* requires sanction. A report that the grant was likely to be exceeded was made to Government.

The figures under *Miscellaneous Services* may be sub-divided as follows:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
62.2	Special charges . . . . .	43.4	36.0	32.2
78.9	Other items . . . . .	94.4	81.7	76.3
141.1		137.8	117.7	108.5



Section L.—ARMY SERVICES EXPENDITURE—*concluded.*Other Effective Charges—*continued.*

331. Under *Special charges* the expenditure for a part of the year on account of the Occupation of Chitral and its communications was compiled under Malakand Field Force. There was also a saving under Chitral Relief Force, owing to smaller arrear charges (3,7), and an excess under Kengtung Garrison (7,4), due to *atta* instead of rice having been supplied for the use of Native troops. Under *Other Items* the saving was due chiefly to an over-estimate for contingencies (6,1), to the non-utilization of the grant for camps-of-exercise (8,1), owing to the withdrawal of troops for operations on the North-West Frontier, and to less extra staff and command allowances (2,2).

## Military Operations on the North-West Frontier.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts
	Military Operations on North-West Frontier—			
...	Malakand Field Force and North-West Frontier			
...	Disturbances . . . . .	...	3,451,0	3,468,1
...	Tochi Field Force . . . . .	...	400,0	369,1
...	Mekran . . . . .	...	12,0	10,8
...		...	3,864,0	3,848,0

332. As stated in paragraph 290, 3,701,8 of this excess has been sanctioned, and the balance 146,2 still requires to be sanctioned.

## Non-effective Charges.

333. Under *Rewards for Military Services* the increase (1,8) was wholly in the Native Army, and was due chiefly to the grant of concessions to troops in commemoration of the Diamond Jubilee, and to new awards of the Order of Merit for service on the North-West Frontier. Under *Military Pensions to Europeans* the decrease (13,3) was due chiefly to less capitalised payments (9,8) to British officers than anticipated. Under *Military Pensions to Natives* there were increased payments of compensation for dearth of provision to Madras pensioners owing to scarcity (12,5). Under *Widows' Pensions and Compassionate Allowances* the increase was due mainly to the operations in the North-West Frontier, partly counterbalanced by savings under widows' pensions caused by casualties. The excesses under *Rewards for Military Services* (1,8), *Military Pensions to Natives* (14,1), and *Widows' Pensions and Compassionate Allowances* (9), and under *Superannuation Pensions and Gratuities* (3), require to be sanctioned.

## Expenditure in England.

334. The saving in the Home effective charges (92,2) occurred mainly under *Stores for India* (42,1). There was under this head a decrease of 72,8 in Ordnance Stores and an increase of 25,1 for stores in connection with the Malakand and Tochi Field Force. The saving (32,8) under *Indian Troop Service* was mainly owing to the engagement of smaller transports. There was also a large decrease under *Furlough Allowances* (34,2). The fluctuations in non-effective charges were unimportant.



## Section LL.—SPECIAL DEFENCE WORKS—EXPENDITURE.

## 47.—Special Defence Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
94.6	EXPENDITURE . . . . .	19.4	35.4	23.7

335. The distribution of expenditure is noted below:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
21.7	India . . . . .	...	2.0	—4.0
43.9	England . . . . .	11.7	21.4	17.7
29.0	Exchange . . . . .	7.7	12.0	10.0
94.6	TOTAL . . . . .	19.4	35.4	23.7

336. This major head was kept open during 1897-98 for the record of expenditure in connection with armaments only; the accounts of works and suspense transactions pertaining thereto were closed on the 31st March 1897; this circumstance, coupled with the fact that the Secretary of State's payments for armaments are approaching completion, accounts for the large decrease in expenditure during 1897-98. The excess was sanctioned by the Government of India.

337. The Secretary of State continued to debit under the head "Special Defences" payments in England on account of works the accounts of which had been transferred to "44.—Military Works," with effect from the 1st April 1897; these payments were, therefore, adjusted by credit to expenditure in England under "Special Defences" and debit to "Military Works" through the Indian accounts. A sum of about 4.3 was so adjusted, which accounts for the greater portion of the lapse of 6.0 from the Revised Estimate of expenditure in India. The balance of the lapse was mainly due to over-estimates of the expenditure likely to be incurred in Ordnance Factories in connection with the equipment of the North-West Frontier Defences, and of charges for freight payable in India. The Budget Estimate did not provide for any such charges. The increase in the expenditure in England, as compared with the Budget Estimate, was due to the Secretary of State having paid some arrears claims.



## Section M.—PROVINCIAL ADJUSTMENT.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
-1,023.6	TOTAL SURPLUS AND DEFICIT .	-1,190.0	-705.7	-457.7
DETAILS.				

			India.	Central Provinces.	Burma.	Assam.	Bengal.	N. W. Frontier and Chamb.	Punjab.	Madras.	Bombay.	Total.	
Provincial.													
Revenue	{	Accounts .	1896-97	...	779.8	2,132.0	552.5	4,672.0	3,313.1	1,789.3	3,200.6	4,031.3	20,570.6
		Budget	...	...	865.9	2,605.9	670.0	4,544.3	3,502.8	1,815.9	3,137.7	4,158.0	21,564.5
		Revised	...	...	866.6	3,085.1	721.7	4,610.7	3,533.3	1,904.4	3,149.2	4,348.8	22,140.8
		Accounts .	1897-98	...	898.5	3,138.3	716.2	4,650.8	3,529.7	1,884.4	3,161.8	4,269.5	22,255.2
Expenditure	{	Accounts .	1896-97	...	817.2	2,131.2	678.0	4,858.5	3,477.8	1,850.1	3,401.2	4,252.4	21,460.7
		Budget	...	...	865.9	3,019.3	683.4	4,850.0	3,502.8	1,839.0	3,296.2	4,208.5	21,374.7
		Revised	...	...	890.6	2,979.1	728.8	4,952.2	3,533.3	1,888.3	3,278.7	4,422.5	22,115.4
		Accounts .	1897-98	...	898.5	2,962.9	701.7	4,960.1	3,529.7	1,886.7	3,319.5	4,392.2	22,124.3
Surplus or De- ficit.	{	Accounts .	1896-97	...	-37.4	+8	-25.5	-186.5	-164.7	-64.1	-200.6	-221.1	-890.1
		Budget	...	...	-153.4	-13.4	-13.4	-310.7	...	-23.7	-158.5	-50.5	-710.2
		Revised	...	...	+106.0	-37.1	-341.5	...	+16.2	-129.5	-179.7	-565.6	-409.1
		Accounts .	1897-98	...	...	+169.4	-45.5	-393.3	...	-2.3	-157.7	-129.7	-409.1
Closing Bal- ance.	{	Accounts .	1896-97	...	...	312.2	94.3	395.5	...	52.3	229.4	179.7	1,265.4
		Accounts .	1897-98	...	...	481.6	48.8	92.2	...	50.0	71.7	50.0	794.3
Local.													
Revenue	{	Accounts .	1896-97	13.7	126.6	173.5	114.7	803.6	1,037.9	364.8	1,208.0	528.9	4,321.7
		Budget	...	13.9	134.1	168.5	117.4	730.2	1,119.1	361.7	1,194.2	536.1	4,384.1
		Revised	...	13.8	116.0	178.3	110.5	750.9	1,083.5	390.5	1,165.7	502.6	4,338.4
		Accounts .	1897-98	13.5	117.4	181.0	123.2	780.8	1,088.5	392.9	1,231.7	502.7	4,419.9
Expenditure	{	Accounts .	1896-97	15.7	137.1	176.0	112.0	758.6	1,073.0	411.3	1,236.3	521.2	4,406.2
		Budget	...	15.5	145.2	200.0	127.0	874.2	1,100.0	423.0	1,319.3	618.9	4,801.9
		Revised	...	14.8	130.1	167.5	125.7	751.2	1,007.6	404.4	1,270.3	540.9	4,478.5
		Accounts .	1897-98	14.9	128.3	172.9	117.3	756.7	1,002.8	392.7	1,231.7	530.3	4,406.2
Surplus or De- ficit.	{	Accounts .	1896-97	-2.0	-10.5	-2.5	-2.3	+45.0	-35.1	-46.5	-28.3	-42.3	-124.5
		Budget	...	-1.6	-6.1	-34.5	-8.6	-144.0	+9.2	-62.9	-121.2	-112.8	-479.8
		Revised	...	-1.0	-13.5	+10.8	-9.2	-3	+15.9	-13.9	-90.6	-38.3	-140.3
		Accounts .	1897-98	-1.4	-10.9	+8.1	+5.9	+24.1	+23.7	+2	-12.7	-37.6	+11.4
Closing Bal- ance.	{	Accounts .	1896-97	12.8	46.7	101.5	34.0	174.2	60.6	148.6	386.6	343.7	1,308.7
		Accounts .	1897-98	11.4	35.8	109.6	39.9	198.3	86.3	148.8	373.9	316.1	1,320.1
Total.													
Revenue	{	Accounts .	1896-97	13.7	906.4	2,305.5	767.2	5,475.6	4,351.0	2,154.1	4,408.6	4,560.2	24,942.3
		Budget	...	13.9	1,005.0	3,034.4	787.4	5,275.5	4,621.9	2,177.6	4,335.8	4,694.1	25,918.6
		Revised	...	13.8	1,013.2	3,263.4	834.2	5,391.0	4,610.8	2,291.9	4,331.9	4,751.4	26,488.2
		Accounts .	1897-98	13.5	1,015.9	3,319.3	839.4	5,437.6	4,618.2	2,277.3	4,380.8	4,724.2	26,674.2
Expenditure	{	Accounts .	1896-97	15.7	954.3	2,307.2	795.0	5,617.1	4,550.8	2,264.7	4,637.5	4,823.6	25,965.9
		Budget	...	15.5	1,011.1	3,219.3	810.4	5,733.2	4,612.7	2,261.5	4,615.5	4,857.1	27,138.6
		Revised	...	14.8	1,026.7	3,146.6	884.5	5,703.4	4,600.9	2,292.6	4,555.0	4,909.4	27,193.9
		Accounts .	1897-98	14.9	1,026.8	3,141.8	879.0	5,716.8	4,592.5	2,279.4	4,551.2	4,922.5	27,131.0
Surplus or De- ficit.	{	Accounts .	1896-97	-2.0	-47.9	-1.7	-27.8	-141.5	-199.8	-110.6	-228.9	-263.4	-1,023.6
		Budget	...	-1.6	-6.1	-184.9	-23.0	-454.2	+9.2	-85.9	-279.7	-163.3	-1,190.0
		Revised	...	-1.0	-13.5	+116.8	-46.3	-341.8	+15.9	+2.3	-220.1	-218.0	-705.7
		Accounts .	1897-98	-1.4	-10.9	+177.5	-39.6	-279.2	+25.7	-2.1	-170.4	-157.3	-457.7
Closing Bal- ance.	{	Accounts .	1896-97	12.8	46.7	413.7	128.3	569.7	60.6	400.9	616.0	523.4	2,572.1
		Accounts .	1897-98	11.4	35.8	591.2	88.7	590.5	86.3	198.8	445.6	366.1	2,114.4

338. The figures shown under this head represent the surplus or deficit of each Provincial Government in respect of the revenues and charges assigned to it, including Incorporated Local Funds. The differences between the Estimates and Accounts under the various Revenue and Expenditure heads have been explained in detail in the foregoing pages, and the share of these pertaining to the Provincial and Local sections of the accounts for the several groups is given below separately for each province. The Budget provided for an expenditure from Provincial balances of 71 lakhs and from Local balances of 48 lakhs; but the accounts show the net Provincial expenditures less by 24 lakhs and the net Local revenue more by 49 lakhs. The actual decrease in the Provincial balance in the course of the year therefore amounted to 47 lakhs, and the Local revenue was increased by 1 lakh, consequently the Provincial and Local balances being taken together, the actual decrease was 46



## Section M.—PROVINCIAL ADJUSTMENT—continued.

lakhs. These figures do not, however, give a true idea of the actual transactions of the year, for, in order to produce even this result, Imperial Revenues had to bear about eight-ninths of the charge for direct Famine Relief (5,325,6) for which Provincial and Local Revenues are in the first instance responsible, and had also to make special grants amounting to 183,7, to the Central Provinces (81,0) and to the North-Western Provinces (102,7). The Imperial Government also made a special assignment of 80,0 to Assam for expenditure due to the Earthquake, and a special contribution of 121,8 to Bombay in aid of Plague expenditure. It will be seen that even with these grants the Central Provinces and the North-Western Provinces closed the year without any Provincial balances, and that the other Local Governments, except Burma, with the consent of the Imperial Government, were compelled to close their Provincial account with balances much below the prescribed minima.

339. As compared with the Budget Estimate, the improvement was contributed to by all the Provinces except Central Provinces and Assam. In the Central Provinces the Provincial account of the year was closed without any balance, as was explained above. In the Local Section there was a falling off under all the Receipt heads, counterbalanced by savings in expenditure chiefly under Civil Departments and Buildings and Roads. In Assam the special assignment of 8 lakhs mentioned above mainly explains the increase in Revenue. The increase in expenditure occurred chiefly under Buildings and Roads (94,1), and was due to charges in connection with the Earthquake; this excess was partly counterbalanced by savings under direct demands on the Revenue (11,6) and under Civil Departments (12,0). In Burma, where the largest increase appears, the improvement occurred under all the heads, both in the Receipts and the Expenditure. In Bengal the increase of 108,5 in the Provincial Revenue under all the heads was counterbalanced by increased expenditure of 101,1, chiefly under Civil Departments (93,1) and Famine Relief (52,1). In the Local Section the improvement occurred under almost all the heads. In Punjab and Madras the improvement occurred chiefly under Principal heads of Revenue, and Buildings and Roads. These improvements were partly counterbalanced by Famine Relief charges, which were subsequently transferred to Provincial. In Bombay the improvement occurred in the Local Section partly counterbalanced by increased expenditure in the Provincial section due to the Plague.

340. As compared with the actuals of the previous year, the improvement was mainly due to increased collections of Revenue owing to the better agricultural prospects in the latter part of the year.

## Central Provinces.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
710,8	775,4	822,5	830,2	Revenue	176,5	181,7	198,2
8,6	10,7	9,9	8,3	Interest	9,5	10,7	11,2
1,5	1,4	1,6	1,3	Post Office, Telegraph and			
				Mint	7,2	7,3	8,0
43,8	61,9	43,7	39,6	Civil Departments	438,9	450,2	461,4
10,6	11,0	13,1	13,7	Miscellaneous	53,7	53,1	54,8
4,5	5,5	5,8	5,6	Buildings and Roads	128,0	150,3	150,6
...	...	...	...	Transfers to Local	13,4	12,6	14,4
779,8	865,9	896,6	898,5	TOTAL	817,2	865,9	896,6
LOCAL—							
85,1	95,5	73,3	75,3	Revenue	50,5	54,2	53,4
128,4	21,2	20,8	20,7	Civil Department	46,4	55,7	49,9
2,0	2,7	2,1	1,6	Miscellaneous	1,6	1,7	1,6
...	...	...	...	Famine Relief and Insurance	8,0	4,1	1,0
7,7	7,1	6,0	5,8	Buildings and Roads	30,6	31,5	24,2
13,4	12,6	14,4	14,0	Transfers from Provincial	...	...	...
126,6	139,1	116,6	117,4	TOTAL	137,1	145,2	130,1
906,4	1,005,0	1,013,2	1,015,9	GRAND TOTAL	954,3	1,011,1	1,026,7
SURPLUS +, DEFICIT —					—47,9	—6,1	—10,9



## Section M.—PROVINCIAL ADJUSTMENT—continued.

## Burma.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
<b>PROVINCIAL—</b>							
1,278.8	8,679.2	2,877.1	2,910.8	Revenue	346.0	627.0	633.8
1.9	3.5	4.1	4.1	Interest	1.1	2.7	2.4
...	...	...	...	Post Office, Telegraph and Mint	6.3	5.8	6.6
101.2	142.8	154.1	170.9	Civil Departments	763.2	1,558.8	1,533.7
10.2	9.7	19.0	18.7	Miscellaneous	92.3	107.8	105.2
...	...	...	...	Famine Relief	...	65.8	62.6
718.8	...	...	...	Railways	396.9	...	5
12.0	14.5	14.5	14.7	Irrigation	62.4	129.8	133.6
9.8	16.2	16.3	19.1	Buildings and Roads	278.7	545.2	524.5
...	...	...	...	Transfers to Local	—15.8	—22.9	—23.2
1,132.0	2,865.9	3,085.2	3,138.3	<b>TOTAL</b>	<b>2,131.2</b>	<b>3,019.3</b>	<b>2,979.1</b>
<b>Local—</b>							
115.4	119.0	122.6	125.5	Revenue	5.1	5.7	5.4
...	...	...	...	Post Office, Telegraph and Mint	9.8	...	10.1
8.8	8.5	9.6	10.7	Civil Departments	39.5	44.1	39.0
43.4	42.0	46.8	43.5	Miscellaneous	11.6	12.8	11.4
...	...	...	...	Famine Relief	5	2.5	1
6.5	7.5	5.4	5.3	Irrigation	5.6	7.8	6.2
15.2	14.4	17.1	17.1	Buildings and Roads	103.8	117.7	95.3
—15.8	—22.9	—23.2	—21.3	Transfers from Provincial	...	...	...
173.5	168.5	178.3	181.0	<b>TOTAL</b>	<b>176.0</b>	<b>200.0</b>	<b>167.5</b>
2,305.5	3,034.4	3,263.4	3,319.3	<b>GRAND TOTAL</b>	<b>2,307.2</b>	<b>3,219.3</b>	<b>3,146.6</b>
<b>SURPLUS +, DEFICIT —</b>							
					<b>—1.7</b>	<b>—184.9</b>	<b>+116.8</b>

## Assam.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
<b>PROVINCIAL—</b>							
396.3	604.7	666.6	664.4	Revenue	118.0	131.4	122.8
...	...	...	...	Interest	...	1	1
...	...	...	...	Post Office, Telegraph and Mint	2	3	2
32.8	34.7	30.4	29.0	Civil Departments	217.0	326.0	318.8
2.9	10.0	6.4	2.6	Miscellaneous	26.1	27.2	26.2
...	...	...	...	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	5.8	3.1	1.1
11.9	12.6	10.8	11.3	Railways	19.9	19.6	24.6
8.5	7.9	7.4	8.8	Buildings and Roads	168.9	153.3	239.7
...	...	...	...	Transfers to Local	22.1	22.5	15.3
652.5	670.0	721.7	716.2	<b>TOTAL</b>	<b>678.0</b>	<b>683.4</b>	<b>758.8</b>
<b>Local—</b>							
64.0	66.0	63.0	64.6	Revenue	3	3	4
...	...	...	...	Post Office, Telegraph and Mint	4.4	4.6	4.6
16.1	15.5	17.7	18.6	Civil Departments	35.7	38.4	38.2
1.4	1.5	1.3	1.5	Miscellaneous	2.0	2.4	2.2
11.1	11.9	9.2	9.9	Buildings and Roads	74.6	81.3	80.3
21.1	22.5	25.3	28.6	Transfers from Provincial	...	...	...
114.7	117.4	116.5	123.2	<b>TOTAL</b>	<b>117.0</b>	<b>127.0</b>	<b>125.7</b>
767.2	787.4	838.2	839.4	<b>GRAND TOTAL</b>	<b>795.0</b>	<b>810.4</b>	<b>884.5</b>
<b>SURPLUS +, DEFICIT —</b>							
					<b>—27.8</b>	<b>—23.0</b>	<b>—39.6</b>



## Section M.—PROVINCIAL ADJUSTMENT—continued.

## Bengal.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
3,378.19	3,724.1	3,757.8	3,765.2	Revenue	650.0	759.5	726.1
23.1	30.9	29.6	31.2	Interest	21.5	21.5	22.7
...	...	...	...	Post Office, Telegraph and Mint	5	1.0	5
388.6	393.3	416.1	418.2	Civil Departments	1,554.0	2,507.5	2,575.6
109.6	112.9	85.8	97.9	Miscellaneous	325.9	342.3	349.3
...	...	...	...	Famine Relief	215.5	221.8	273.9
448.3	...	...	...	Railways	...	...	...
271.7	242.6	279.1	298.1	Irrigation	552.9	544.3	556.9
51.7	44.5	42.3	46.2	Buildings and Roads	382.9	338.6	310.1
...	...	...	...	Transfers to Local	155.3	122.5	110.0
4,672.0	4,548.3	4,610.7	4,656.8	TOTAL	4,858.5	4,859.0	4,960.1
LOCAL—							
466.6	440.0	466.0	481.7	Revenue	35.3	31.3	36.2
4.8	4.2	4.2	4.8	Interest	2.3	2.5	3.0
2.1	1.6	2.3	2.4	Post Office, Telegraph and Mint	35.9	35.5	39.8
94.9	88.7	91.8	94.9	Civil Departments	211.1	210.6	217.3
23.0	19.7	22.8	28.3	Miscellaneous	13.9	14.9	11.4
...	...	...	...	Famine Relief and Insurance	28.7	81.7	35.6
1.6	1.5	1.8	1.4	Irrigation	5	5	...
55.3	52.0	52.0	54.6	Buildings and Roads	430.9	497.2	409.0
155.3	122.5	110.0	116.7	Transfers from Provin- cial	...	...	...
803.6	730.2	750.9	780.8	TOTAL	758.6	874.2	756.7
5,475.6	5,278.5	5,361.6	5,437.6	GRAND TOTAL	5,617.1	5,733.2	5,716.8
SURPLUS +, DEFICIT —				—141.5 —454.7 —341.8 —279.2			

## North-Western Provinces and Oudh.

REVENUE.				EXPENDITURE.			
1897-98. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
2,142.7	2,442.4	2,312.8	2,310.4	Revenue	544.5	533.3	542.2
35.7	40.9	45.4	46.5	Interest	45.3	46.8	43.4
156.7	172.0	148.7	146.8	Civil Departments	1,488.0	1,551.3	1,557.7
43.7	41.7	34.1	37.0	Miscellaneous	283.4	288.8	288.9
...	...	...	...	Famine Relief and Insur- ance	...	...	...
772.1	737.8	922.5	920.5	Irrigation	571.6	580.7	586.0
62.2	68.0	69.8	68.5	Buildings and Roads	286.6	308.8	295.0
...	...	...	...	Transfers to Local	258.4	233.1	205.3
3,313.1	3,502.8	3,533.3	3,529.7	TOTAL	3,477.8	3,502.8	3,529.7
LOCAL—							
700.0	821.6	817.4	4.7	Revenue	353.3	369.9	360.8
1.7	1.9	1.9	1.8	Interest	...	...	...
...	...	...	...	Post Office, Telegraph and Mint	19.4	19.1	19.6
37.4	40.5	38.6	38.9	Civil Departments	478.8	487.5	476.3
13.4	13.6	10.3	10.6	Miscellaneous	4.9	4.8	3.2
7.0	8.4	10.0	9.6	Buildings and Roads	216.6	228.6	203.5
238.4	233.1	205.3	12.9	Transfers from Provincial	...	...	...
1,037.9	1,119.1	1,083.5	1,088.5	TOTAL	1,073.0	1,109.9	1,062.8
4,351.0	4,621.9	4,616.8	4,618.2	GRAND TOTAL	4,550.8	4,612.7	4,592.5
SURPLUS +, DEFICIT —				—199.8 +9.2 +15.9 +23.7			



## Section M.—PROVINCIAL ADJUSTMENT—continued.

## Punjab.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
1,547.6	1,568.7	1,647.1	1,635.2	Revenue	331.6	340.4	336.0
23.7	26.6	25.6	25.7	Interest	21.5	20.6	20.4
8	8	8	8	Post Office, Telegraph and Mint	16.7	16.9	16.1
137.5	138.7	148.3	137.2	Civil Departments	1,105.4	1,101.7	1,097.1
21.9	24.6	16.9	21.2	Miscellaneous	151.9	157.8	158.7
...	...	...	...	Famine Relief	31.0	100.5	88.9
13.2	15.3	18.5	16.1	Irrigation	7.1	11.3	7.2
44.6	41.2	47.2	48.2	Buildings and Roads	247.1	257.1	219.0
...	...	...	...	Transfers to Local	58.9	66.2	69.1
1,789.3	1,815.9	1,904.4	1,884.4	TOTAL	1,853.4	1,839.6	1,886.7
LOCAL—							
355.6	355.9	384.8	385.7	Revenue	133.9	132.6	134.3
1	1	1	1	Interest	4	5	7
5.4	5.1	5.4	5.5	Post Office, Telegraph and Mint	5.7	5.6	6.0
27.3	29.7	28.9	30.7	Civil Departments	135.0	139.4	137.3
7.4	7.0	9.8	7.9	Miscellaneous	9.2	10.2	11.4
...	...	...	...	Famine Relief	30.8	41.8	25.1
1.1	3.4	2.9	4.5	Irrigation	5.0	7	5
26.8	26.7	27.7	29.9	Buildings and Roads	91.3	93.1	90.0
58.9	66.2	69.1	71.4	Transfers from Provincial	...	...	...
364.8	361.7	390.5	392.9	TOTAL	411.3	423.9	404.4
2,154.1	2,177.6	2,294.9	2,277.3	GRAND TOTAL	2,264.7	2,263.5	2,291.1
SURPLUS +, DEFICIT—				110.6	85.9	2.3	2.1



## Section M.—PROVINCIAL ADJUSTMENT—concluded.

## Bombay.

REVENUE.				EXPENDITURE.			
1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.	1896-97. Accounts.	Budget.	1897-98. Revised.	Accounts.
PROVINCIAL—							
5,704.7	3,839.4	3,932.0	3,950.5	Revenue . . .	1,800.1	1,822.9	1,836.1
29.9	33.8	36.6	36.3	Interest . . .	31.4	31.8	37.1
...	...	...	...	Post Office, Telegraph and Mint . . .	10.1	10.9	11.0
158.5	157.4	150.3	158.4	Civil Departments . .	1,683.6	1,677.3	1,918.3
38.6	37.0	38.6	43.2	Miscellaneous . . .	285.6	293.0	288.6
...	...	...	...	Famine Relief . . .	24.0	...	...
...	...	...	...	Construction of Railways	5.1	8	8
18.3	18.0	18.0	21.8	Railways . . .	12.7	12.8	13.2
2.3	2.4	3.0	3.2	Irrigation . . .	5.0	1.1	1.1
79.0	80.0	69.4	62.8	Buildings and Roads . .	317.5	302.7	266.0
...	...	...	...	Transfers to Local . .	71.3	56.2	56.3
4,031.3	4,158.0	4,248.8	4,269.5	TOTAL . . .	4,252.4	4,208.5	4,428.5
LOCAL—							
315.5	341.8	331.8	337.8	Revenue . . .	46.8	48.3	46.4
8	8	8	9	Interest . . .	8	8	8
77.8	70.3	61.3	58.6	Civil Departments . .	220.6	231.5	236.9
1.6	1.7	1.2	2.1	Miscellaneous . . .	10.5	7.0	5.9
...	...	...	...	Famine Relief . . .	1.5	100.0	1.5
61.9	65.3	50.2	49.3	Buildings and Roads . .	291.0	261.3	249.4
71.3	56.2	56.3	55.0	Transfers from Pro- vincial . . .	...	...	...
528.9	536.1	502.6	502.7	TOTAL . . .	71.2	648.9	540.9
4,560.2	4,694.1	4,751.4	4,772.2	GRAND TOTAL . . .	4,823.6	4,857.4	4,969.4
SURPLUS + , DEFICIT —				...	...	...	...
				...	...	...	...



## Section N.—EXPENDITURE NOT CHARGED TO REVENUE.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
4,984.4	EXPENDITURE . . . . .	6,588.6	4,604.6	4,328.5

341. The following table compares the whole of the Capital Expenditure with the Estimates of the year and the actuals of the previous year:—

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
46.9	35.—Construction of Protective Irrigation Works . . . . .	25.0	22.4	37.5
4,244.0	48.—State Railways . . . . .	5,838.6	3,903.4	3,632.0
740.4	49.—Irrigation Works . . . . .	750.0	692.8	692.4
...	50.—Miscellaneous Public Improvements . . . . .	...	8.4	4.1
5,031.3		6,613.6	4,627.0	4,366.0

342. Owing to the disturbance of working arrangements caused by the restriction of expenditure on the construction of railways rendered necessary by the depletion of cash balances, and owing to strikes in England having materially affected the expenditure on stores in that country, as well as to the fact that the Assam-Bengal Railway Company raised debentures not contemplated when the Budget Estimate was framed, the provision was reduced in the Revised Estimate, but it was not found possible to work up even to the reduced figure of the Revised Estimate for State Railways on which there was a lapse of 271.4, part of which (175.7) was caused by the credit under Burma Railways for the value of stores balances transferred to the Company.

## 48.—State Railways.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
PRINCIPAL LINES UNDER CONSTRUCTION—				
41.0	Assam-Bengal, Part I . . . . .	50.0	61.5	21.6
1,100.6	Assam-Bengal, Part II . . . . .	1,080.7	649.7	662.7
254.2	Rae Bareilly-Denares . . . . .	432.5	442.5	423.7
...	Agra-Delhi Chord . . . . .	...	...	3.0
350.4	Kotri-Rohri . . . . .	211.0	118.5	107.2
89.8	Indus Bridge . . . . .	...	91.4	70.7
379.2	Mari-Attock . . . . .	300.0	264.9	245.4
305.8	East Coast* . . . . .	250.0	208.7	196.4
797.5	Bezwada-Madras (Ennore-Bezwada Section) . . . . .	800.0	696.6	696.9
6.0	Lyallpur Khanewal . . . . .	80.0	130.0	124.7
154.2	Ilajipur-Katihar Extensions . . . . .	600.0	500.0	416.9
...	Shadipalli-Balotra . . . . .	...	2.5	8
3,478.7	TOTAL . . . . .	3,804.2	3,166.3	3,020.0
PRINCIPAL OPEN LINES—				
786.3	East Indian . . . . .	387.9	219.3	308.7
7.4	Rajputana-Malwa System . . . . .	65.0	15.0	12.7
180.3	Burma . . . . .	...	...	175.7
427.0	Eastern Bengal . . . . .	403.5	393.3	472.5
11.7	Tirhoot . . . . .	110.0	35.0	25.6
164.0	Oodh and Rohilkhand . . . . .	78.5	43.7	55.1
727.9	North-Western . . . . .	270.0	50.9	29.4
15.0	South Indian . . . . .	50.0	27.0	30.1
632.2	TOTAL . . . . .	1,363.9	730.2	698.2
15.6	Other Railways . . . . .	22.8	5.3	1.1
117.7	Stores and Reserve . . . . .	647.7	1.6	87.3
4,244.0	GRAND TOTAL . . . . .	5,838.6	3,903.4	3,632.0

\* Includes the Bezwada Extension Railway and Godavari bridge.

† Includes 23.2 on account of Cawnpore-Lucknow-Gogra Railway.



## Section N.—EXPENDITURE NOT CHARGED TO REVENUE—continued.

## 48.—State Railways—continued.

1896-97. Accounts.	1897-98.		
	Budget.	Revised.	Accounts.
DISTRIBUTED AS BELOW:—			
2,339.3 India . . . . .	4,049.1	2,612.2	2,367.4
1,146.8 England . . . . .	1,078.0	827.7	809.0
757.9 Exchange . . . . .	711.5	463.5	455.6
4,244.0	TOTAL . . . . .	5,838.6	3,932.4
			3,612.0

343. On account of heavy expenditure on actual Famine Relief the whole of the Capital Expenditure for construction of State Railways was charged under 48—State Railways, and no portion was transferred to Famine Insurance Grant.

344. As regards *Lines under Construction*, the lapse on the Assam-Bengal Railway, Part I, was due to the estimates by land acquisition officers having been in excess of actual requirements. The expenditure on the Assam-Bengal Railway, Part II, in excess of the Company's paid-up capital during 1897-98 was less than anticipated for the reasons explained in paragraph 342. The excess on the Rae Bareilly-Benares Railway was due to additional works having been found necessary. The lapse on the Kotri-Rohri Railway and Indus bridge and the East Coast Railway was due to English stores and girders not having arrived in time owing to the engineers' strike in England. The lapse on the Mari-Attock Railway and the Bezwada-Madras Railway was due to the restriction of expenditure ordered by the Government of India during the middle of the year, and on the latter partly to the failure of contractors to supply sleepers, thus retarding construction considerably. The excess on the Lyallpur-Khanewal Railway was due to work having been pushed on vigorously. The lapse on the Hajipur-Katihar Extensions was due to the general restriction of expenditure, to the question of the alignment from Kosi to Katihar not having been settled, and to bridge and permanent-way materials not having been issued to works to the extent anticipated. During the year a small sum was sanctioned to admit of brick burning on the Shadipalli-Balotra Railway, and a sum of 3.0 was spent on the Agra-Delhi Chord, but the construction of no other new Railway-projects was commenced during the course of the year.

345. As regards *Open Lines*, the amount spent by the East Indian Railway in excess of the sum raised by the issue of debentures, was 308.7. There was a lapse on the Rajputana-Malwa Railway due to short expenditure on the proposed new works at Cawnpore, and to the transfer of outlay on works at Ujjain to the Nagda-Ujjain and Ujjain-Bhopal Railways, and to the sale of Locomotive and Carriage and Wagon stock to the Mombassa-Uganda and Hyderabad-Godavery Valley Railways. The credit under Burma Railways represents the value of stores transferred to the Company on its formation in September 1896. The excess on the Eastern Bengal Railway was due to increased work in connection with doubling the line between Ranaghat and Poradaha, to works at Pachooria, Lalgola, Chitpur and Naihati, and to an increase in the English cost of additional rolling-stock. The lapse on the Tirhoot Railway was due to the cost of certain works being over-estimated, to the Barowni junction not having been taken in hand, and to the materials for the erection of Engines not having been received from England. The lapse on the Oudh and Rohilkhand Railway and on the North-Western Railway was due to the general restriction of expenditure, and on the latter to the transfer of sleepers and permanent-way material to the Lyallpur-Khanewal Railway. The lapse on the South Indian Railway was due to the postponement of several large works and to the non-arrival of English stores from England. On *Other Railways* the principal lapses occurred on the Dhond and Manmad and Wardha Coal Railways and the Warora Colliery. The lapse on the Dhond and Manmad Railway was due to the additions to bridges from Ahmednagar to Kopergaon not having been put in hand, and to outlay on fencing having been deferred pending completion of connection with the Hyderabad-Godavery Railway at Manmad. The lapse on the Wardha Coal Railway was due to the provision for strengthening bridges and for the construction of staff quarters not having been utilized for want of sanction to the works. The lapse on the Warora Colliery was due to the transfer of a drilling machine and a hauling engine to the Umaria Colliery.



## Section N.—EXPENDITURE NOT CHARGED TO REVENUE—concluded.

## 49.—Irrigation Works.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
20.6	Ganges Canal . . . . .	9.9	10.1	8.5
25.5	Lower Ganges Canal . . . . .	17.5	16.4	13.8
6.2	Agra Canal . . . . .	2.5	1.2	—3
6.9	Eastern Jumna Canal . . . . .	3.6	4.8	3.4
44.3	Western Jumna Canal, including Sirsa Branch . . . . .	23.0	32.5	42.7
12.7	Bari Doab Canal . . . . .	10.0	10.5	10.3
8.7	Sirhind Canal . . . . .	12.5	4.9	4.1
273.7	Chenab Canal . . . . .	237.0	216.2	220.4
58.5	Kistna Delta System . . . . .	45.0	36.5	38.9
4.5	Periyar Project . . . . .	25.0	16.4	16.3
73.9	Eastern Nara Works . . . . .	5.0	4.6	4.6
124.7	Jamrao Canal . . . . .	110.6	130.0	131.1
130.2	Other Projects . . . . .	248.4	208.7	199.7
740.4	TOTAL OUTLAY . . . . .	750.0	692.8	692.4
Distributed as below :—				
736.1	India . . . . .	741.5	682.0	682.1
2.6	England . . . . .	5.1	6.9	6.6
1.7	Exchange . . . . .	3.4	3.9	3.7

346. The grant made available for expenditure in 1897-98 was not worked up to, owing partly to restriction of expenditure on the Mandalay Canal in Burma, partly to a transfer of 10.3 from expenditure previously recorded under this head to "43.—Minor Works and Navigation," on account of suspense balances of the Dehri workshops in Bengal, and partly to the grants assigned for the works in the North-Western Provinces and Oudh and Madras not being fully utilized.

## 50.—Miscellaneous Public Improvements.

1896-97. Accounts.		Budget.	1897-98. Revised.	Accounts.
...	EXPENDITURE . . . . .	...	8.4	4.1

347. The actuals represent expenditure incurred on the construction of a jetty and a shed at Chittagong. The work is being carried out by the Assam-Bengal Railway Company, and the expenditure so incurred is transferred to the Public Works Department, Bengal, for final adjustment. The work is estimated to cost 48.9 and the expenditure was covered by a sanction accorded in Public Works Department letter No. 234-A. G., dated 8th November 1898.



## Section O.—PERMANENT DEBT.

										1897-98.	
										Budget.	Revised.
INDIA—										Accounts.	
Incurrd	.	.	.	.	.	.	.	.	.	4,000,0	3,000,0
Discharged	.	.	.	.	.	.	.	.	.	575.1	429.5
NET INDIA										+ 3,424.9	+ 2,570.5
											+ 2,580.6*
ENGLAND—											
Incurrd	India 2½ per cent. Stock	.	.	.	.	.	.	.	.	3,500,0	3,500,0
Discharged	" 4 per cent. Stock	.	.	.	.	.	.	.	.	...	2,7
NET ENGLAND										+ 3,500,0	+ 3,497.3
											+ 3,497.2
NET BOTH										+ 6,924.9	+ 6,067.8
											+ 6,077.8

## TEMPORARY DEBT.

ENGLAND—											
Temporary Loans Incurred	.	.	.	.	.	.	.	.	.	2,000,0	6,000,0
Temporary Loans Discharged	.	.	.	.	.	.	.	.	.	1,000,0	1,000,0
										+ 1,000,0	+ 5,000,0
											+ 5,000,0

348. Detailed explanation of the various entries under this head has already been given in paras. 95 and 96, where the interest charges were considered.



## Section P.—UNFUNDED DEBT.

	Budget.	1897-98. Revised.	Accounts.
Special Loans . . . . .	..	..	—12,1
Treasury Notes and Service Funds, India . . . . .	+48,4	+29,6	+28,9
Savings Bank Deposits . . . . .	+454,0	—393,3	—325,0
TOTAL . . . . .	+502,4	—363,7	—308,2

349. Under *Special Loans* the debit of 12,1 represents the commutation value of Wasika pensions lapsed to Government. The large falling off of 19,5 under *Treasury Notes and Service Funds* was partly due to the debit of 10,0 for the purchase of a building for the Uncovenanted Service Family Pension Fund office, and partly to an over-estimate. The details of *Savings Bank Deposits* transactions are as follow :—

	Budget.	Revised.	Accounts.
- Post Office Savings Banks . . . . .	+305,0	—427,8	—352,0
State Railway Provident Institutions . . . . .	+60,0	+10,5	+12,4
Civil Engineers' Provident Fund . . . . .	+30,0	+29,5	+23,1
Regimental Savings Banks . . . . .	+18,0	—21,5	—22,8
Special accounts . . . . .	+26,0	+7,2	+5,1
Forest Officers' Provident Fund . . . . .	+6,0	+8,2	+9,2
TOTAL . . . . .	+454,0	—393,3	—325,0

350. The heavy net withdrawal of 352,0 under *Post Office Savings Banks* was due to short receipts and increased withdrawals, chiefly on account of high prices of food due to famine. The decrease under the *State Railway Provident Institution* was chiefly due to large withdrawal for investment in Government Securities of the deposit of the Burma State Railway Provident Institution on its transfer to a private company. The variations under Regimental Savings Bank depend to a great extent on the transfers of British Regiments between India and England, and therefore an accurate estimate cannot be made. The difference under *Special Accounts* was chiefly due to purchase of Government Securities on account of General Family Pension and the Hindu Family Annuity Funds. Bombay and Madras made no provision in their Estimates for deposits in *Forest Officers' Provident Fund*.



## Section Q.—DEPOSITS AND ADVANCES.

	Budget.			1897-98. Revised.			Accounts.		
	Cr.	Dr.	Net.	Cr.	Dr.	Net.	Cr.	Dr.	Net.
<b>INDIA—</b>									
Provincial Balances (net)	...	...	—1,190.0	...	...	—705.7	...	...	—457.7
Excluded Local Funds	761.8	753.6	+ 8.2	811.6	811.8	— 2	851.8	852.1	— 3
Railway Funds	75.6	63.3	+ 12.3	51.2	61.4	— 10.2	46.2	61.2	— 15.0
Deposits of Sinking Funds	12.4	...	+ 12.4	12.5	...	+ 12.5	12.5	...	+ 12.5
Departmental and Judicial									
Deposits	18,199.0	18,279.8	— 80.8	21,879.5	21,762.8	+ 117.7	22,472.6	22,331.3	+ 141.3
Advances	3,180.1	3,056.2	+ 123.9	8,712.1	9,128.0	— 415.9	8,657.2	9,506.0	— 848.8
Suspense Accounts	9.1	17.4	— 8.3	190.9	13.9	+ 177.0	212.8	200.4	+ 12.4
Exchange on Remittance									
Accounts (net)	2,598.1	...	+ 2,598.1	4,798.3	...	+ 4,798.3	4,665.2	...	+ 4,665.2
Miscellaneous	25.3	...	+ 25.3	...	587.0	— 587.0	133.3	698.6	— 565.3
ENGLAND	1.4	...	+ 1.4	2.5	2.3	+ 2	2.2	1.9	+ 3
<b>Total</b>			<b>+1,497.5</b>			<b>+3,386.7</b>			<b>+2,944.6</b>

351. The net credit to *Provincial Balances* has been explained in paragraph 338. Under *Excluded Local Funds* the net debit was contributed chiefly by Punjab, due to the high charges of the Famine Fund, and by Bombay, where heavy expenditure was entailed on the Cantonment Funds, especially at Panna and Kirkee, owing to the plague. The net debit against *Railway Funds* was due to an over-estimate of receipts. The character and magnitude of the transactions recorded under *Departmental and Judicial Deposits* render an accurate forecast impossible. The net credit was contributed chiefly by India in Military and Railway Deposits, by the North-Western Provinces in Personal and Civil Courts Deposits, and by Punjab in Revenue and Personal deposits. There were large payments in Bengal under Revenue, Civil Courts and Personal Deposits, and in Bombay under Personal Deposits due to famine, and under Municipal Deposits in connection with expenditure on account of the plague. The other fluctuations are not sufficiently important to require special explanation.

352. The net figures entered against the head *Advances* may be divided as follows :—

	Budget.	Revised.	Accounts.
Coinage Accounts	...	—160.0	—598.7
Other Advances	+123.9	—255.9	—250.1
	<b>+123.9</b>	<b>—415.9</b>	<b>—848.8</b>

353. Under *Coinage Account* the difference between the actuals and the Budget was due chiefly to a net debit of 433.1 under *Bullion Advances* by reason of increase in the balance of Bullion at the Mints on account both of Government silver and of the silver tendered for re-coinage by the Bhopal and Kashmir States. There was also a net credit of 11.8 on account of Mint certificates issued for silver tendered for the coinage of British dollars at the Bombay Mint. The Budget anticipated a reduction in the small coin depot balances of 36.3, but the actuals show an increase of 166.4 owing to the return into Government Treasuries of copper coin issued during the preceding year on account of famine. There was a net debit of 11.0 under *Copper Coinage Account* due to a debit of 46.1, being the amount by which the stock of coin and copper at the Mints and small coin depôts at the close of the year was increased, counterbalanced by a credit of 35.1 owing to the consequent increase of the balance at credit of the Mint Profit Account.

354. The net debit under *Other Advances* is the final outcome of a number of transactions; the cause of the net debit of 250.1 is however brought out by the following figures :—

Special Advances	+17.5
Permanent Advances	+92.9
Other Advances	—155.7
Account with Foreign States.	—204.8

355. The credit under *Special Advances* was due to the adjustment of the discount on the stock certificate issued to the Currency Department in 1896-97, and debited to this head temporarily as explained in last year's report, partly counterbalanced by a debit in the North-Western Provinces on account of advances to landholders for village famine relief works. The net credit under *Permanent Advances* was chiefly the result of the recovery of the special advances made to officers employed on Famine Relief Works. Under *Accounts with Foreign States* the large debit occurred mainly in India (103.1) and Punjab (93.5).



## Section Q.—DEPOSITS AND ADVANCES—continued.

356. Under *Suspense Account* the variations are chiefly on account of fluctuations in the balances in the hands of departmental officers. The main differences were the decrease in the balances of the Buildings and Roads Branch of the Public Works Department (127,0), especially in the North-Western Provinces and Oudh, the Central Provinces and Bombay, and the increase in the balances in the hands of Civil Departmental Officers (45,0), chiefly Opium Agents in Bengal.

357. The gross credits and debits working up to the net figures under *Exchange on Remittance Accounts* are as follows:—

Budget, 1897-98.			Accounts, 1897-98.		
Sterling Amount.	Exchange.		Sterling Amount.	Exchange.	
	Cr.	Dr.		Cr.	Dr.
Permanent Debt—					
+ 3,500,0	2,310,0	...	Other Loans . . . . .	+ 3,497,2	2,969,3
+ 1,000,0	660,0	...	Temporary Debt . . . . .	+ 5,000,0	2,815,6
+ 7,4	9	...	Deposits and Advances . . . . .	+ 3	2
— 494,8	...	326,6	Net payments to or receipts from		
			Guaranteed and Subsidized		
			Railways, including remittances		
			to India . . . . .	— 511,1	...
...	...	471,0	Withdrawals by Railway Com-	...	...
			panies against Rupee advances .		...
Cash Balance—					
+ 543,4	358,7	...	Increase (—) Decrease (+) .	+ 298,2	167,9
...	3,329,6	797,6	TOTAL . . . . .	...	4,953,0
...	66,1	...	Lump alteration by Financial		
...	3,395,7	797,6	Department . . . . .		
			Net . . . . .	...	4,665,2
	2,598,1				

358. The following is a statement of the adjustments in the accounts by which the above result was obtained:—

1897-98. Budget.		1897-98. Accounts.	
Sterling.	Exchange.	Sterling.	Exchange.
+13,000,0	8,580,0	Bills drawn by the Secretary of State . . . . .	9,506,1 5,306,7
+177,1	116,9	Net remittances of Railway Capital to India . . . . .	166,6 93,8
—728,5	—480,8	Miscellaneous remittances . . . . .	—1,137,1 —593,9
...	471,0	Withdrawals by Railway Companies against	
		Rupee advances . . . . .	...
Deduct—			
—16,998,6	11,219,1	Net expenditure in England . . . . .	16,820,2 —9,471,8
...	66,1	Lump alteration by the Financial Department . . . . .	...
	2,598,1	Difference, being exchange brought to account in	
		excess of that involved in the Remittances from	
		India during the year . . . . .	... 4,665,2

359. The difference under *Miscellaneous* was chiefly due to exchange on the Rupee advances to the Bengal-Nagpur and Indian Midland Railway Extensions and the Rohilkund-Kumaon Railway.



## Section R.—IMPERIAL LOANS AND ADVANCES.

	1897-98.		1897-98.	
	Budget.		Accounts.	
Imperial Loans and Advances . . . . .	107,6	—16,1	100,1	—55,1

360. The following are the details:—

1897-98.		1897-98.	
Budget.		ACCOUNTS.	
Amount advanced.	Amount repaid.	Amount advanced.	Amount repaid.
2,3	27,7	26,5	22,9
7,8	58,1	7,9	58,1
...	1,8	2,0	1,9
...	9,4	11,5	9,9
...	6	7	5
6,5	10,5	6,5	6,8
16,1	107,6	55,1	100,1
		TOTAL AS ABOVE	

361. The payment under *Loans to Native States* represents loans to the Sultan of Muskat (6,0), Cooch Behar State for Railway (20 0) and Sikkim State (5), against 2,3 only on account of Loans to Cooch Behar State provided in the Budget. The amount repaid was 15,0 against a provision of 25,4 in the Budget on account of repayment of loans by the Maharaja of Cooch Behar, and the remainder 7,9 includes the actual amount repaid by the Sultan of Muskat (2,1), and by the Saoni State (3), for which provisions were made in the Budget. The Maharaja of Ajaigath repaid the full amount of the loan 5,0 advanced to him in previous year, and the Sikkim State repaid the loan (5) mentioned above, which were not anticipated in the Budget. Under *Presidency Corporations and Port Trusts*, the Bombay Port Trust took the loan for the extension of the Victoria Dock provided in the Budget. The repayments correspond with the amount provided in the Budget. No provision was made in the Budget for the advance of 2,0 to the Ajmere Municipality, which was sanctioned in Financial Department No. 2359-A., dated 26th May 1897. The advance of 11,5 under loans to *District and other Local Committees* represents advances of 2,1 to Cantonment Committee, Secunderabad, granted in Financial Department No. 1887-A., dated 28th April 1897, and of 8,4 advanced in the Military Department not provided for under this head. The repayments almost correspond with the Budget. Under *Loans to Landholders, etc.*, a sum of 7 was advanced to Arbah Badal Khan, Ahmed Khanzai, of Baluchistan, under Financial Department Resolution No. 5458-A., dated 18th December 1897. Under *Advances to Cultivators* the accounts include chiefly the advances and repayments, in India, and the variations, which are small, call for no remark.



## SECTION RR.—PROVINCIAL LOANS AND ADVANCES.

	Budget.	1897-98.	Accounts.
Provincial Loans and Advances . . . . .	411,7	—748,6	858,0 —1,411,6

362. The following are the details :—

1897-98. BUDGET.			1897-98. ACCOUNTS.	
Amount advanced.	Amount repaid.		Amount advanced.	Amount repaid.
157,7	51,8	Loans to Mofussil Municipalities . . . . .	134,1	49,4
...	5,9	" Port Funds . . . . .	...	5,0
...	6,4	" District Committees . . . . .	1	9,7
21,5	4,9	" Landholders, etc. . . . .	15,3	5,4
559,6	327,6	Advances to Cultivators . . . . .	1,202,8	767,3
8,8	15,1	" under Special Laws . . . . .	59,3	21,2
748,6	411,7	TOTAL AS ABOVE . . . . .	1,411,6	858,0

363. Under *Loans to Mofussil Municipalities* the following are the details by Provinces of advances and repayments during the year :—

	Budget, 1897-98.		Accounts, 1897-98.		Excess (+) Deficiency (—)	
	Advanced.	Repaid.	Advanced.	Repaid.	Advanced.	Repaid.
Central Provinces . . . . .	10,0	3,3	9,8	2,8	—8	—5
Burma . . . . .	3,0	5,1	...	5,3	—3,0	+2
Assam . . . . .	...	1	...	1	...	...
Bengal . . . . .	30,0	7,9	24,3	7,6	—5,7	—3
North-Western Provinces and Oudh . . . . .	30,0	18,6	27,8	15,3	—2,2	—3,3
Punjab . . . . .	12,0	11,2	13,0	9,8	+1,0	—2,0
Madras . . . . .	15,0	2,9	11,5	4,8	—3,5	+1,9
Bombay . . . . .	57,7	2,7	48,3	4,3	—9,4	+1,6
TOTAL . . . . .	157,7	51,8	134,1	49,4	—23,6	—2,4

364. In the advances there were savings in all the Provinces except Punjab, where there was a small excess. The principal savings occurred in Bengal (5,7), Madras (3,5), and Bombay (9,4). In Bengal the loan granted to the Darjeeling Municipality was 3,8 below the Estimate, and out of the reserve of 4,5 to meet unforeseen requirements only 3,3 were utilized. In Madras and Bombay the actual requirements of Municipalities fell short of the Estimate. Advances to Municipalities were restricted chiefly to requirements in connection with famine and plague.

365. Under *Port Funds* the Chittagong Port Fund was permitted to defer payment of the instalment of the loan granted to it, which fell due during the year. Under *District Committees* the larger receipts were due to an arrear recovery in Bengal from the Durbhanga District Board, and to the advance payment in Bombay by the Ahmedabad District Local Board of an instalment due on 1st April 1898. Under *Landholders, etc.*, only 15,0 were advanced to the Jath State, against a provision of 22,5.

366. Under *Advances to Cultivators* the following are the details :—

	Budget, 1897-98.		Accounts, 1897-98.		Difference Advanced.	Difference Repaid.
	Advanced.	Repaid.	Advanced.	Repaid.		
Central Provinces . . . . .	110,0	61,2	152,7	74,8	+42,7	+13,6
Burma . . . . .	66,0	31,9	37,9	33,7	—28,1	+8
Assam . . . . .	5	1	4	1	—1	...
Bengal . . . . .	50,0	16,2	216,6	119,6	+166,6	+103,4
North-Western Provinces and Oudh . . . . .	140,4	72,3	172,4	107,8	+32,0	+135,5
Punjab . . . . .	50,0	31,1	176,9	143,5	+126,9	+91,4
Madras . . . . .	25,0	27,5	178,4	27,8	+153,4	+3
Bombay . . . . .	117,7	67,3	267,5	162,0	+149,8	+94,7
TOTAL . . . . .	559,6	327,6	1,202,8	767,3	+643,2	+439,7



Section RR.—PROVINCIAL LOANS AND ADVANCES—*continued.*

367. The advances exceeded the Estimate in all the Provinces, except Burma and Assam. The increase was due to famine, in consequence of which large advances were made under the Land Improvements and Agriculturists' Loans Act, and the following additional grants were sanctioned by the Government of India to meet them, *viz.* :—Bengal (142,5), Punjab (100,0), Madras (33,0), and Bombay (121,5). In Bombay, in addition to the above grant, 7,5 from the head *Loans to Landholders, etc.*, was transferred to this head. In the Central Provinces the figures shown under "Advanced" and "Repaid" include 41,7 and 42,4, respectively, on account of advances to officers for making advances to cultivators. In Bengal both the charges and receipts were swelled by 64,5 by an incorrect adjustment. The larger recoveries represent payment of advances made on account of the famine:

368. Under *Advances under Special Laws* the increase in advances occurred in Bengal, and was due to the transfer to this head of the capitalized value (47,1) of the Rajapur drainage scheme. The increased receipts also occurred in Bengal, and were due chiefly to larger recoveries on account of the advances for the Howrah and Rajapur drainage works.



## Section S.—CAPITAL OF RAILWAY COMPANIES.

	INDIA, 1897-98.			ENGLAND, 1897-98.			TOTAL, 1897-98.		
	Budget.	Revised.	Accounts.	Budget.	Revised.	Accounts.	Budget.	Revised.	Accounts.
<i>Guaranteed Companies.</i>									
B., B. and C. I. . . . .	-18.3	+20.0	+27.4	+50.6	-269.1	-264.5	+32.3	-249.1	-237.1
G. I. P. . . . .	+183.3	+296.7	+181.8	-140.6	-324.0	-429.8	+42.7	-37.3	-345.0
Madras . . . . .	-2.3	+55.5	+50.2	-9.4	+20.8	+118.8	-11.7	+75.7	+160.0
	+102.7	+372.2	+362.4	-99.4	-576.0	-575.5	+63.3	-204.7	-213.1
<i>Subsidised Companies.</i>									
Tapti Valley . . . . .	...	...	-3.9	...	...	...	...	...	-3.9
Mymensingh-Jamalpur . . . . .	...	-9.1	-8.5	...	...	...	...	-9.2	-8.5
Hardwar-Dehra . . . . .	...	-15.0	-11.0	...	...	...	...	-15.0	-11.0
Burma Railways . . . . .	-302.2	-307.3	-309.8	-151.8	-117.6	-102.0	-454.0	-374.9	-411.8
East Indian Railway . . . . .	...	...	...	...	...	...	...	...	...
Ahmedabad-Parantij . . . . .	...	-6.0	-4.8	...	...	...	...	-6.0	-4.8
S. M. and Mysore . . . . .	-59.6	-22.5	-15.0	+11.9	+46.7	+47.2	-47.7	+24.2	+32.2
Indian Midland . . . . .	-72.6	-129.2	-132.1	+17.7	-61.7	-61.3	-54.9	-190.0	-199.6
Assam-Bengal . . . . .	...	-231.7	-235.7	-119.8	+231.6	+235.7	-119.8	...	...
Bengal Central . . . . .	-38.0	-27.2	-25.8	-13.9	-21.6	-21.5	-51.9	-48.4	-47.3
Bengal-Nagpur . . . . .	-571.4	-656.5	-674.3	+50.6	+87.1	+150.3	-520.8	-569.4	-584.0
Rohilkhand-Kumaon . . . . .	-7	-8.1	-4.5	-13.0	-20.1	-17.5	-13.7	-28.2	-22.0
South Behar . . . . .	-26.5	+24.0	+34.8	...	...	...	-26.5	+24.0	+34.8
Brahmaputra-Sultanpur . . . . .	-48.0	-25.0	-34.8	...	...	...	-48.0	-25.0	-34.8
	-1,110.0	-1,313.7	-1,424.7	-218.3	+144.4	+231.0	-1,337.3	-1,169.3	-1,193.7
TOTAL . . . . .	-956.3	-941.5	-1,062.3	-317.7	-432.5	-344.5	-1,274.0	-1,374.0	-1,406.8

369. As explained in former reports, these are all net sums. The Indian figures represent the difference between the advances taken by the Railway Companies and the credits given to them, chiefly on account of stores used on revenue account. The English figures represent the difference between the capital deposited by the companies with the Secretary of State, and the withdrawals for expenditure on stores, establishment charges, etc. These figures are necessarily liable to great fluctuations. But the following general explanations are furnished. Under *Guaranteed Companies* the difference in India under the Bombay, Baroda and Central India Railway was due chiefly to larger sale of stores and to larger deposits by outsiders for works to be done. The improvement under the Great Indian Peninsula Railway was due to heavier consumption of stores by revenue for replacement of Cammell's axles and for renewals of carriages and wagons, and to larger sales of obsolete and other stores. The net credit under the Madras Railway was mainly due to the postponement of several large works in consequence of financial pressure and to large deposits received from outsiders for work to be done. In England there was a saving of 437.5 for charges on account of establishment and cost of stores, etc., under all the lines, while the receipts on account of subscribed capital were 904.0 less than was anticipated, and the renewal of the Railway debentures (amounting to 1,439.4) involved the payment of 9.6 to the holders as discount.

370. Under *Subsidised Companies* the lapse on expenditure in India on the *Southern Mahratta and Mysore Railways* was due chiefly to restriction of expenditure and to the postponement of the construction of a part of the additional rolling stock owing to late arrival of materials from England. In the case of the *Indian Midland Railway*, the excess in India was due to greater progress having been made on formation and bridgework on the Saugor-Katni extension, to a portion of the cost of the new engines having been brought to account in 1897-98 owing to late arrival and to smaller issues of stores to Revenue. The Estimates did not provide for the issue of debentures in England by the *Assam-Bengal Railway*, and consequently no provision for expenditure was made in India under this head. Debentures were however raised and the expenditure was debited to this head by a corresponding reduction of charges under 48.—State Railways—Construction. Adjustment of unexpected debits for cost of surveys undertaken by Government in previous years in connection with the Sini-Cuttack-Calcutta extension and the rapid progress of work on extensions account for the excess charge in India under the *Bengal-Nagpur Railway*. The *Branch line Companies* deposit capital in Government treasuries, and draw against these deposits for expenditure on construction according to their requirements. The *South Behar* deposited 280.0 and withdrew 245.2 in 1897-98 against 300.0 and 326.5 provided in the Estimates. In England there was a saving of 418.3 for cost of stores, establishment charges, etc., and the receipts on account of subscribed capital were more by 42.5. The receipts on account of transfer fees, etc., which are very uncertain, also exceeded the Estimates by 1.0, while the renewal of debentures (amounting to 1,000.0) involved the payment of 12.5 to the holders as discount.



## Section T.—REMITTANCES.

	Budget.	1897-98. Revised.	Accounts.
Money Order (net) . . . . .	...	...	—1
Other Local Remittances (net) . . . . .	...	...	—244.5
Other Departmental Accounts (net) . . . . .	...	...	—5.8
Accounts between Civil and other Departments (net)—			
Post Office . . . . .	...	...	...
Guaranteed Railways . . . . .	...	...	...
Telegraph . . . . .	...	...	...
Marine . . . . .	...	...	—3.0
Military . . . . .	...	...	...
Public Works . . . . .	...	...	—69.6
Remittance Account between England and India (net) . . . . .	—15.0	—5.7	—10.8
<b>TOTAL</b> . . . . .	<b>—15.0</b>	<b>—5.7</b>	<b>—333.8</b>

371. The figures entered in this group are the net result of very large transactions, but there is nothing special to record in respect of them. The Money Order transactions continue to show a rapid growth as will be seen from the following figures :—

	Issued.	Paid.
1890-91	16,484.7	16,485.6
1891-92	17,365.8	17,349.3
1892-93	18,117.7	18,098.9
1893-94	19,290.8	19,294.5
1894-95	20,452.8	20,430.8
1895-96	21,757.8	21,739.6
1896-97	23,195.0	23,142.7
1897-98	25,714.4	25,714.5



## Section U.—SECRETARY OF STATE'S BILLS.

	Budget.	1897-98. Revised.	Accounts.
Drawings . . . . .	13,000.0	9,378.0	9,506.1
Payments . . . . .	13,025.3	9,385.2	9,472.8

372. The following are the amounts of bills and transfers drawn during the year by the Secretary of State :—

	£	Rs.	Rate in pence.
April 1897 . . . . .	865.2	1,383.3	15.01
May " . . . . .	802.8	1,333.0	14.45
June " . . . . .	930.5	1,516.2	14.63
July " . . . . .	949.5	1,519.1	15.00
August " . . . . .	641.6	994.5	15.48
September " . . . . .	63.3	96.0	15.82
October " . . . . .	...	...	...
November " . . . . .	...	...	...
December " . . . . .	793.6	1,236.7	15.41
January 1898 . . . . .	931.9	1,397.2	14.29
February " . . . . .	1,520.0	2,291.3	15.92
March " . . . . .	2,007.7	3,035.5	15.87
	<u>9,506.1</u>	<u>14,812.8</u>	<u>15.40</u>

373. The payment account of the year is as follows :—

	£	Rs.
Bills of 1896-97 outstanding on 1st April 1897 . . . . .	470.1	749.1
Bills drawn in 1897-98 as entered above . . . . .	<u>9,506.1</u>	<u>14,812.8</u>
<b>TOTAL BILLS FOR PAYMENT</b> . . . . .	<u>9,976.2</u>	<u>15,561.9</u>
Bills paid in 1897-98 . . . . .	<u>9,472.8</u>	<u>14,794.9</u>
<b>Bills outstanding on 1st April 1898</b> . . . . .	<u>503.4</u>	<u>767.0</u>



## Section V.—CASH BALANCE.

	Budget.	1897-98. Revised.	Accounts.
BALANCE ON 1ST APRIL 1897—			
India . . . . .	13,465,8	13,873,7	13,873,7
England . . . . .	2,814,7	2,832,4	2,832,4
TOTAL . . . . .	16,280,5	16,706,1	16,706,1
BALANCE ON 31ST MARCH 1898—			
India . . . . .	13,311,7	16,722,3	15,982,4
England . . . . .	2,271,3	2,168,3	2,534,3
TOTAL . . . . .	15,593,0	18,890,6	18,516,7
Increase (+) or decrease (—) of balance on 31st March 1898 . . . . .	—687,5	+2,184,5	+1,810,6

374. The above difference is distributed between India and England in the following proportions:—

	Budget.	1897-98. Revised.	Accounts.
India . . . . .	—144,1	+2,848,6	+2,108,7
England . . . . .	—543,4	—664,1	—298,1
TOTAL . . . . .	—687,5	+2,184,5	+1,810,6

375. Taking India and England together, the net transactions of the year were better than expected in the Budget by the sum of 2,498,1. The variations which brought about this result are as follows:—

	Better.	Worse.
Increase in Imperial Deficit . . . . .	...	2,895,2
Decrease in Provincial Deficit . . . . .	752,3	...
Decrease in Capital Expenditure of State Railways and Irrigation works not charged to Revenue . . . . .	2,260,1	...
Decrease under Permanent Debt incurred . . . . .	...	847,1
Increase under Temporary Debt incurred . . . . .	4,000,0	...
Decrease in deposits of Savings Banks . . . . .	...	779,0
Increase under Departmental and Judicial Deposits . . . . .	222,1	...
Net excess payment under Advances . . . . .	...	973,0
Net excess credit under Exchange on Remittance Account . . . . .	1,517,2	...
Net excess payments under Loans and Advances by Provincial Governments . . . . .	...	216,7
Larger withdrawals by Railway Companies . . . . .	...	132,8
Improvement in the balance of Secretary of State's Bills remaining unpaid at the end of the year . . . . .	17,9	...
Larger withdrawals under remittances . . . . .	...	318,8
Minor variations . . . . .	...	88,9
	8,749,6	6,251,5
NET BETTER . . . . .	+2,498,1	

A. F. COX,

Comptroller and Auditor General.

The 11th March 1899.



Budget Estimates . . . . .	1897-98.
Revised Estimates . . . . .	1897-98.
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## General Statement of

(Rs. is recorded for every 10 Rupees in round)

	For details, vide Abstract.	RECEIPTS.			
		ACCOUNTS, 1896-97.	BUDGET ESTIMATE, 1897-98.	REVISED ESTIMATE, 1897-98.	ACCOUNTS, 1897-98.
Revenue—		Rs.	Rs.	Rs.	Rs.
Principal Heads of Revenue—					
Land Revenue . . . . .	A	23,074,489	25,645,300	25,932,300	25,683,642
Opium . . . . .	"	6,409,338	5,816,300	5,242,300	5,179,772
Salt . . . . .	"	8,421,705	8,734,000	8,625,000	8,594,225
Stamps . . . . .	"	4,777,742	4,836,500	4,806,200	4,837,043
Excise . . . . .	"	5,614,200	5,679,100	5,507,300	5,489,454
Customs . . . . .	"	4,491,477	4,491,900	4,577,400	4,541,295
Other Heads . . . . .	"	8,503,537	8,570,700	8,735,100	8,728,842
<b>TOTAL PRINCIPAL HEADS</b>		<b>62,192,408</b>	<b>63,774,600</b>	<b>63,425,600</b>	<b>63,154,273</b>
Interest . . . . .	A	1,082,555	841,300	868,900	872,241
Post Office, Telegraph, and Mint . . . . .	"	3,011,633	3,032,800	3,348,300	3,370,548
Receipts by Civil Departments . . . . .	"	1,678,568	1,689,200	1,703,100	1,723,511
Miscellaneous . . . . .	"	1,066,574	1,023,100	899,500	940,994
Railways . . . . .	"	20,297,820	20,682,400	21,167,300	21,260,886
Irrigation . . . . .	"	3,150,639	3,122,500	3,591,100	3,569,864
Buildings and Roads . . . . .	"	696,214	679,600	660,500	667,823
Receipts by Military Departments . . . . .	"	953,330	881,300	897,200	881,864
<b>TOTAL REVENUE</b>		<b>94,129,741</b>	<b>95,676,800</b>	<b>96,561,500</b>	<b>96,442,004</b>
Debt, Deposits, and Advances—					
Permanent Debt (net incurred) . . . . .	C	5,497,235	6,024,900	6,067,800	6,077,779
Temporary Debt (net incurred) . . . . .	"	...	1,000,000	5,000,000	5,000,000
Unfunded Debt (net incurred) . . . . .	"	...	502,400	...	...
Deposits and Advances (net) . . . . .	"	...	1,497,500	3,386,700	2,944,660
Loans and Advances by Imperial Government (net receipts) . . . . .	"	34,930	91,500	52,200	44,963
Capital of Railway Companies (net) . . . . .	"	695,298	...	...	...
Remittances (net) . . . . .	"	314,302	...	...	...
Secretary of State's Bills drawn . . . . .	"	15,326,547	13,000,000	9,378,000	9,506,077
<b>TOTAL RECEIPTS</b>		<b>116,107,947</b>	<b>118,693,100</b>	<b>120,446,200</b>	<b>120,015,483</b>
Balance on 1st April—India . . . . .		16,500,510	13,465,810	13,873,752	13,873,752
England . . . . .	£	3,393,798	2,814,698	2,832,354	2,832,354
<b>GRAND TOTAL</b>		<b>136,002,255</b>	<b>134,973,608</b>	<b>137,152,306</b>	<b>136,721,539</b>



*Accounts and Estimates.*

[Transactions in India, including those of "Exchange."]

	For details, vide Abstract.	DISBURSEMENTS.			
		ACCOUNTS, 1896-97.	BUDGET ESTIMATE, 1897-98.	REVISED ESTIMATE, 1897-98.	ACCOUNTS, 1897-98.
<b>Expenditure—</b>		<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Direct Demands on the Revenues . . . . .	B	10,909,691	11,229,400	10,842,500	10,816,813
Interest . . . . .	"	3,453,953	3,550,000	3,499,200	3,472,260
Post Office, Telegraph, and Mint . . . . .	"	2,711,693	2,891,200	2,878,000	2,869,525
Salaries and Expenses of Civil Departments . . . . .	"	15,445,196	15,467,800	15,721,300	15,739,547
Miscellaneous Civil Charges . . . . .	"	5,856,709	5,913,000	5,724,500	5,716,826
Famine Relief and Insurance . . . . .	"	2,126,355	3,666,200	3,414,200	5,363,125
Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	"	12,750	7,300	4,700	3,792
Railway Revenue Account . . . . .	"	22,957,861	23,499,800	22,801,300	22,693,502
Irrigation . . . . .	"	3,251,009	3,111,700	3,138,200	3,144,085
Buildings and Roads . . . . .	"	5,783,295	5,780,100	5,464,000	5,418,936
Army Services . . . . .	"	24,255,338	24,195,500	27,027,000	26,995,774
Special Defence Works . . . . .	"	94,610	19,400	35,400	23,708
<b>TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL . . . . .</b>		<b>96,858,400</b>	<b>99,330,800</b>	<b>102,550,300</b>	<b>102,258,893</b>
<b>Add—Provincial Surplus, that is, portion of Allotment to Provincial Governments not spent by them in the year . . . . .</b>	End of B	<b>45,833</b>	<b>9,300</b>	<b>148,900</b>	<b>233,446</b>
<b>Deduct—Provincial Deficits, that is, portion of Provincial Expenditure defrayed from Provincial balances . . . . .</b>	"	<b>1,069,470</b>	<b>1,199,200</b>	<b>854,600</b>	<b>891,124</b>
<b>TOTAL EXPENDITURE CHARGED AGAINST REVENUE . . . . .</b>	"	<b>95,834,763</b>	<b>98,140,800</b>	<b>101,844,600</b>	<b>101,801,215</b>
<b>Expenditure not charged to Revenue—</b>					
Capital outlay on Railways, Irrigation and Other Works . . . . .	End of B	<b>4,984,422</b>	<b>6,588,600</b>	<b>4,604,600</b>	<b>4,338,541</b>
<b>Debt, Deposits, and Advances—</b>					
Temporary Debt (net discharged) . . . . .	C	1,000,000	...	...	...
Unfunded Debt (net discharged) . . . . .	"	319,495	...	363,700	308,186
Deposits and Advances (net) . . . . .	"	1,157,437	...	...	...
Loans and Advances by Provincial Governments (net payments) . . . . .	"	829,486	336,900	683,900	553,549
Capital of Railway Companies (net payments) . . . . .	"	...	1,274,000	1,374,000	1,406,837
Remittances (net) . . . . .	"	...	15,000	5,700	333,829
Secretary of State's Bills paid . . . . .	"	15,170,546	13,025,300	9,385,200	9,472,745
<b>TOTAL DISBURSEMENTS . . . . .</b>		<b>119,296,149</b>	<b>119,380,600</b>	<b>118,261,700</b>	<b>118,204,902</b>
<b>Balance on 31st March—India . . . . .</b>		<b>13,873,752</b>	<b>13,321,710</b>	<b>16,722,352</b>	<b>15,982,443</b>
<b>England . . . . .</b>		<b>2,832,354</b>	<b>2,271,298</b>	<b>2,168,254</b>	<b>2,534,244</b>
<b>GRAND TOTAL . . . . .</b>		<b>136,002,255</b>	<b>134,973,608</b>	<b>137,152,306</b>	<b>136,721,589</b>

Revenue	94,121,761	95,678,800	96,857,500	98,443,000
Expenditure chargeable thereon	95,834,763	98,140,800	101,844,600	101,801,215
				6,641,785



## Abstract A.—Details

(Rs. 1 is recorded for every 10 Rupees in respect of)

The figures in thick type are those

HEADS OF REVENUE.		BUDGET ESTIMATE, 1907-08.					
		INDIA.			England.	Exchange.*	Total.
		Imperial.	Provincial.	Local.			
		Rs.	Rs.	Rs.	£	Ru.	Ru.
<b>A.—Principal Heads of Revenues—</b>							
I.—Land Revenue		14,934,300	10,459,300	252,400			25,645,900
II.—Opium		5,816,200					5,816,200
III.—Salt		6,714,000	19,400				6,733,400
IV.—Stamps		1,233,100	1,583,700				2,816,800
V.—Excise		3,846,100	1,833,700	300			5,680,100
VI.—Provincial Rates		4,300	623,600	8,993,700			9,617,600
VII.—Customs		4,483,700	28,200				4,511,900
VIII.—Assessed Taxes		1,043,600	306,700				1,350,300
IX.—Forest		205,400	350,800				556,200
X.—Registration		221,300	219,500				440,800
XI.—Tributes from Native States		901,600					901,600
TOTAL		42,104,400	18,471,800	3,246,400			63,774,500
<b>B.—XII.—Interest—</b>		557,300	164,500	11,200	3,000	3,300	841,300
<b>C.—Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office		1,818,400	2,200	6,700			1,827,300
XIV.—Telegraph		1,081,000			4,200	2,800	1,088,000
XV.—Mint		67,500					67,500
TOTAL		2,966,900	2,200	6,700	4,200	2,800	3,082,800
<b>D.—Receipts by Civil Departments—</b>							
XVI.—Law and Justice { Courts of Law		8,500	359,800	1,300			369,600
XVI.—Law and Justice { Jails		32,000	303,300				335,300
XVII.—Police		1,500	266,300	150,600			428,400
XVIII.—Marine		10,900	130,300				141,200
XIX.—Education		1,900	139,000	92,500			243,400
XX.—Medical		300	55,800	23,500	1,600	1,700	57,000
XXI.—Scientific and other Minor Departments		9,700	604,400	23,600	300	300	638,400
TOTAL		61,800	1,319,900	304,300	1,900	1,200	1,687,200
<b>E.—Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc.		144,400	47,400	100	91,600	60,300	244,600
XXIII.—Stationery and Printing		27,000	51,400	200			78,600
XXIV.—Exchange		160,000					160,000
XXV.—Miscellaneous		97,100	180,500	153,100	2,500	1,700	434,900
TOTAL		428,500	289,300	153,400	93,900	62,000	816,800
<b>F.—Railways—</b>							
XXVI.—State Railways (Gross Earnings)		17,965,800	57,600		200	100	18,023,700
XXVII.—Guaranteed Companies (net Traffic Receipts)		2,630,000					2,630,000
XXVIII.—Subsidised Companies (Repayment of Advances of Interest)		28,700					28,700
TOTAL		20,624,500	57,600		200	100	20,682,400
<b>J.—Irrigation—</b>							
XXX.—Major Works: Direct Receipts		1,086,100	882,000				1,968,100
XXX.—Major Works: Portion of Land Revenue due to Irrigation		940,500					940,500
XXX.—Minor Works and Navigation		53,200	148,300	12,400			213,900
TOTAL		2,079,800	1,030,300	12,400			3,122,500
<b>K.—Buildings and Roads—</b>							
XXXI.—Military Works		30,000					30,000
XXXII.—Civil Works		9,400	280,500	201,500	27,500	18,300	629,600
TOTAL		39,400	280,500	201,500	27,500	18,300	679,600
<b>L.—Receipts by Military Departments—</b>							
XXXIII.—Army: Effective		730,400			29,200	19,800	779,600
XXXIII.—Army: Non-Effective		84,200			11,000	3,300	98,500
XXXIII.—Army: Military operations							
TOTAL		814,600			40,200	23,100	887,900
TOTAL REVENUE		69,729,700	21,564,500	4,023,900	173,000	114,700	95,676,800

\* The columns headed "Exchange" show, under the several heads of Revenue and Expenditure which include transactions in England, during the year, namely, 12. 5'438d., 12. 5'38d., and 12. 5'353d. 106d. per rupee in the Budget, Revised and the Accounts, respectively.



## Revenue.

Transactions in India, including those of "Exchange,"  
which appear in the General Account.

Number of Lines.	REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.					
	INDIA.			England.	Ex- change.*	TOTAL.	INDIA.			England.	Ex- change.*	TOTAL.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.
1	14,837,900	10,245,400	240,000	...	...	25,083,300	14,590,240	10,900,704	254,598	...	...	25,695,542
2	5,742,300	...	...	...	...	5,742,300	5,179,772	...	...	...	...	5,179,772
3	8,600,000	15,400	...	...	...	8,615,400	8,581,447	12,778	...	...	...	8,594,225
4	1,240,200	3,500,000	...	...	...	4,740,200	3,846,304	3,500,040	...	...	...	4,872,343
5	3,728,500	1,778,700	300	...	...	5,507,500	3,717,332	1,777,781	571	...	...	5,495,684
6	3,600	603,500	3,010,200	...	...	3,677,300	4,547	600,831	3,035,912	...	...	3,722,190
7	4,540,100	31,300	...	...	...	4,571,400	4,608,641	32,614	...	...	...	4,741,255
8	1,059,900	829,400	...	...	...	1,889,300	1,061,605	833,800	...	...	...	1,895,405
9	922,000	860,200	...	...	...	1,782,200	900,630	838,884	...	...	...	1,739,514
10	242,300	240,100	...	...	...	482,400	244,335	242,209	...	...	...	486,544
11	897,900	...	...	...	...	897,900	884,029	...	...	...	...	884,029
12	41,330,100	18,830,000	3,250,300	...	...	63,410,400	40,055,192	18,888,200	3,310,881	...	...	62,254,273
13	659,700	721,000	11,700	17,000	9,500	868,900	658,212	169,262	12,707	20,190	11,370	872,241
14	1,869,400	2,400	7,700	...	...	1,879,500	1,869,217	1,099	7,947	...	...	1,879,763
15	1,300,500	...	...	4,200	2,300	1,307,000	1,302,823	...	...	4,103	2,344	1,309,267
16	171,800	...	...	...	...	171,800	183,044	...	...	7	...	183,051
17	3,331,700	2,400	7,700	4,700	2,300	3,348,800	3,354,084	1,999	7,947	4,170	2,348	3,370,548
18	5,600	358,600	1,700	...	...	365,900	5,814	346,893	4,206	...	...	356,913
19	29,200	202,600	...	...	...	231,800	29,740	270,534	...	...	...	296,274
20	1,700	201,100	154,000	...	...	436,800	1,404	280,070	150,956	...	...	438,330
21	46,300	140,100	100	...	...	196,500	47,759	152,860	90	...	...	200,709
22	1,700	127,000	88,600	...	...	216,300	1,623	126,883	83,042	...	...	217,518
23	200	35,000	26,900	1,600	900	37,600	207	57,504	20,003	1,682	913	60,202
24	9,800	65,100	24,200	300	200	75,400	10,972	66,704	25,887	303	171	78,056
25	92,500	1,305,100	297,500	1,900	1,100	1,700,100	97,545	1,316,887	306,090	1,925	1,084	1,725,511
26	148,200	53,600	100	87,000	49,700	337,500	150,779	55,478	38	87,039	40,351	343,285
27	30,900	40,500	200	...	...	71,600	31,001	48,741	261	...	...	80,003
28	60,000	...	...	...	...	60,000	43,970	...	...	...	...	43,970
29	115,000	148,100	186,400	3,000	1,700	442,500	140,914	166,916	158,331	2,029	1,049	473,736
30	534,100	248,300	130,700	90,000	50,400	899,500	509,661	271,133	158,630	90,508	51,000	940,994
31	18,940,900	53,800	...	200	100	18,994,800	18,945,869	58,296	...	230	130	19,044,525
32	2,100,000	...	...	...	...	2,100,000	2,101,382	...	...	...	...	2,101,382
33	20,300	...	...	1,300	700	22,300	12,990	...	...	1,266	714	14,969
34	11,111,200	33,800	...	1,500	800	11,117,300	11,200,251	38,290	...	1,496	843	11,240,886
35	6,339,400	1,095,700	...	...	...	7,435,100	6,265,377	1,112,367	...	...	...	7,377,744
36	923,100	...	...	...	...	923,100	904,738	...	...	...	...	904,738
37	60,900	159,900	10,100	...	...	230,900	52,150	158,989	11,434	...	...	227,382
38	4283,400	1,255,600	10,100	...	...	5,549,100	4,287,474	1,270,956	11,434	...	...	5,569,864
39	59,800	...	...	...	...	59,800	52,561	...	...	...	...	52,561
40	10,500	277,300	277,300	28,400	15,900	609,700	10,440	278,562	281,060	28,915	16,280	615,297
41	61,300	277,300	277,300	28,400	15,900	609,700	63,001	278,562	281,060	28,915	16,280	615,297
42	651,300	...	...	24,800	12,500	708,600	647,207	...	...	31,050	17,908	696,165
43	87,300	...	...	14,200	8,000	109,500	88,502	...	...	14,443	8,133	111,078
44	82,300	...	...	...	...	82,300	73,123	...	...	...	...	73,123
45	820,700	...	...	49,000	27,500	897,200	809,332	...	...	49,403	26,130	884,865
46	70,051,700	22,140,800	4,021,500	192,000	107,500	96,361,500	69,795,213	22,255,297	4,088,758	193,663	109,055	96,442,000

Exchange thereon, calculated in accordance with the average rate obtained, or estimated to be obtained, for Bills and Telegraphic Transfers sold.



## Abstract B.—Details

(Rs. is recorded for every 10 Rupees.  
The figures in thick type are those

BUDGET ESTIMATE, 1897-98.							Number of Items.
INDIA.			England.	Exchange.*	Total.		
Imperial.	Provincial.	Local.					
Rs.	Rs.	Rs.	£	Rs.	Rs.		
<b>A.—Direct Demands on the Revenues—</b>							
1.—Refunds and Drawbacks . . . . .	822,400	72,000	4,200	...	...	298,600	
2.—Assignments and Compensations . . . . .	511,400	1,047,000	...	...	...	1,558,400	
<b>Charges in respect of Collection, viz.:</b>							
3.—Land Revenue . . . . .	105,900	2,993,400	1,066,400	600	400	4,166,700	
4.—Opium (including cost of Production) . . . . .	2,654,000	...	...	400	300	2,654,700	
5.—Salt (including cost of Production) . . . . .	515,200	54,500	...	300	200	570,200	
6.—Stamps . . . . .	42,500	130,900	...	29,800	19,700	146,200	
7.—Excise . . . . .	136,800	74,400	...	100	100	211,400	
8.—Provincial Rates . . . . .	...	13,300	41,300	...	...	54,600	
9.—Customs . . . . .	82,400	128,300	...	...	...	210,700	
10.—Assessed Taxes . . . . .	16,300	16,200	...	...	...	32,500	
11.—Forest . . . . .	563,400	300,000	...	1,900	1,300	1,070,100	
12.—Registration . . . . .	124,300	124,300	...	...	...	248,500	
<b>TOTAL</b> . . . . .	4,889,700	5,171,800	1,111,000	33,100	21,900	11,220,400	
<b>B.—Interest—</b>							
13.—Interest on Debt . . . . .	3,173,100	705,100	...	3,007,700	2,579,300	10,495,100	
Deduct—Amounts chargeable to Railways (a) . . . . .	4,098,800	...	...	2,189,000	765,400	6,072,200	
" Amounts chargeable to Irrigation . . . . .	729,300	855,600	...	...	...	1,285,000	
Remainder chargeable on ordinary Debt . . . . .	—1,655,100	149,500	...	2,717,800	1,713,800	3,006,000	
14.—Interest on other Obligations . . . . .	539,400	...	4,300	200	...	344,000	
<b>TOTAL</b> . . . . .	—1,115,700	149,500	4,300	2,718,000	1,793,900	3,550,000	
<b>C.—Post Office, Telegraph, and Mint—</b>							
15.—Post Office . . . . .	1,447,100	52,800	75,300	104,000	69,200	1,749,300	
16.—Telegraph . . . . .	840,300	...	...	161,700	106,700	1,468,700	
17.—Mint . . . . .	52,000	...	...	700	500	53,200	
<b>TOTAL</b> . . . . .	2,339,400	52,800	75,300	267,300	176,400	2,891,200	
<b>D.—Salaries and Expenses of Civil Departments—</b>							
18.—General Administration . . . . .	633,700	842,700	97,300	256,400	169,200	1,999,300	
19.—Law and Justice { Courts of Law . . . . .	26,300	3,087,700	1,500	1,300	800	3,117,600	
Jails . . . . .	141,700	897,000	...	(8)1,000	(8)700	1,042,400	
20.—Police . . . . .	62,700	3,704,100	330,500	500	300	4,166,600	
21.—Marine (including River Navigation) . . . . .	149,100	170,900	5,200	220,700	145,700	4,166,600	
22.—Education . . . . .	17,700	913,400	693,800	1,400	900	1,626,200	
23.—Ecclesiastical . . . . .	193,000	...	...	400	300	193,700	
24.—Medical . . . . .	24,400	725,500	315,400	6,900	4,000	1,070,800	
25.—Political . . . . .	877,900	69,700	...	21,700	14,300	983,600	
26.—Scientific and other Minor Departments . . . . .	303,300	159,800	41,500	28,300	18,700	522,100	
<b>TOTAL</b> . . . . .	2,432,300	10,631,000	1,510,400	538,600	355,500	13,467,800	
<b>E.—Miscellaneous Civil Charges—</b>							
27.—Territorial and Political Pensions . . . . .	420,300	...	...	9,400	6,200	435,900	
28.—Civil Furlough and Absentee Allowances . . . . .	900	...	...	226,000	149,200	376,100	
29.—Superannuation Allowances and Pensions . . . . .	76,400	944,600	5,100	1,284,200	1,243,600	4,153,000	
30.—Stationery and Printing . . . . .	123,400	490,400	9,600	47,800	31,500	704,700	
31.—Miscellaneous . . . . .	25,100	108,000	74,500	21,000	13,500	242,400	
<b>TOTAL</b> . . . . .	645,100	1,545,000	89,200	2,188,400	1,444,300	5,913,000	
<b>F.—Famine Relief and Insurance—</b>							
32.—Famine Relief . . . . .	2,046,100	418,000	127,800	...	...	3,641,200	
33.—Construction of Protective Irrigation Works . . . . .	25,000	...	...	...	...	25,000	
<b>TOTAL (c)</b> . . . . .	2,071,100	418,000	127,800	...	...	3,666,200	
<b>Carried over</b> . . . . .	12,144,900	17,967,100	3,068,200	5,745,400	3,792,700	42,727,600	

BUDGET ESTIMATE, 1897-98.				REVISED ESTIMATE, 1897-98.			
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.	Rs.	£	Rs.	Rs.
(a) Included under the following heads:— State Railways Interest on Debt . . . . .	4,017,300	971,000	646,900	5,639,100	3,997,100	971,000	5,311,000
Interest chargeable against companies on Advances . . . . .	81,600	218,900	144,500	445,000	26,200	218,900	427,700
<b>TOTAL</b> . . . . .	4,098,900	1,189,900	791,400	6,074,100	4,023,300	1,189,900	5,939,600

\* See foot-note in Abstract A, page 586.

(a) Shown under "Courts of Law" in the Financial Statement.



## of Expenditure.

of transactions in 1844, including those of "Exchange," which appear in the General Account.

Number of Items.	REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.					
	INDIA.			England.	Exchange.	TOTAL.	INDIA.			England.	Exchange.	TOTAL.
	Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
	Rs.	Rs.	Rs.				Rs.	Rs.	Rs.			
1	205,800	78,300	4,800	...	...	288,900	201,722	78,376	4,846	...	...	284,944
2	513,700	1,045,900	...	...	...	1,569,600	505,635	1,036,112	...	...	...	1,541,748
3	161,800	3,049,600	1,050,000	1,000	600	4,205,000	107,253	3,021,380	1,027,960	901	807	4,187,601
4	2,364,900	...	...	2,000	1,100	2,367,000	2,386,221	...	...	1,853	1,043	2,389,117
5	431,600	339,400	...	600	300	471,900	432,578	39,437	...	468	364	473,747
6	42,500	139,600	...	34,600	19,400	151,100	40,010	138,908	...	35,344	20,185	154,027
7	158,300	84,500	...	200	100	239,100	159,149	81,122	...	123	69	240,463
8	...	7,100	45,300	...	...	53,100	...	7,173	45,355	...	...	52,430
9	81,300	121,500	...	...	...	207,800	81,531	129,848	...	...	...	211,379
10	20,200	16,000	...	...	...	32,200	16,191	16,087	...	...	...	32,278
11	520,300	477,700	...	7,100	4,000	1,015,100	525,361	469,807	...	4,772	2,349	1,001,680
12	123,200	122,000	...	...	...	245,200	124,262	123,628	...	...	...	247,890
13	4,444,500	5,186,000	1,100,100	45,500	25,500	10,842,500	4,499,892	5,141,581	1,107,161	43,361	24,417	10,816,813
14	3,145,300	711,700	...	4,069,200	2,278,800	10,205,000	3,210,536	799,188	...	4,069,144	2,291,416	10,180,284
15	4,063,300	...	...	1,169,000	666,400	5,939,000	4,079,000	...	...	1,169,000	670,073	5,939,073
16	729,100	555,000	...	...	...	1,284,100	729,480	554,769	...	...	...	1,284,249
17	1,667,100	156,700	...	2,879,300	1,612,400	2,681,300	1,697,953	154,419	...	2,879,315	1,621,343	2,957,028
18	513,400	...	4,300	100	100	517,900	510,610	...	4,512	51	29	515,236
19	1,153,700	156,700	4,300	2,879,400	1,612,500	3,499,700	1,187,333	154,423	4,531	2,879,266	1,621,372	3,472,266
20	1,433,500	51,800	80,100	169,500	61,300	1,737,600	1,439,323	52,682	79,957	107,165	60,347	1,729,474
21	707,900	...	...	184,100	103,100	1,034,200	707,971	...	...	181,383	103,140	1,031,494
22	78,600	...	...	4,900	2,700	86,200	80,473	...	...	3,100	1,684	88,557
23	2,879,100	51,200	80,100	208,500	167,100	2,878,000	2,277,567	52,682	79,957	203,848	165,471	2,869,525
24	654,800	831,500	106,400	259,400	145,360	1,997,400	654,089	834,411	101,516	257,743	145,141	1,999,900
25	30,900	3,095,000	1,000	1,100	600	3,139,200	31,900	3,098,843	1,738	795	448	3,133,724
26	148,700	983,700	...	(b) 2,200	(b) 1,200	1,123,900	144,143	974,302	58	2,918	1,249	1,123,170
27	59,700	3,817,700	341,800	700	400	4,210,300	59,162	3,829,667	344,726	681	385	4,231,923
28	168,700	171,400	3,900	215,900	120,900	682,400	164,737	175,065	4,960	213,857	120,485	679,040
29	17,500	893,400	66,400	1,700	1,000	1,583,000	17,319	895,822	665,522	1,541	868	1,581,172
30	675,900	...	...	600	300	176,800	173,579	...	...	245	134	173,052
31	28,300	936,900	233,700	17,800	10,000	1,335,000	29,505	935,509	343,945	16,931	9,574	1,355,417
32	837,800	65,800	...	24,500	13,700	941,800	833,030	67,706	24	24,349	13,711	933,800
33	300,200	151,600	40,300	27,300	15,300	535,700	300,272	152,501	41,933	26,169	14,702	535,517
34	2,416,700	10,947,000	1,497,700	551,200	308,700	15,742,300	2,455,736	10,978,319	1,504,422	344,609	306,601	15,739,547
35	424,400	...	...	6,400	5,300	439,100	427,871	...	...	9,332	5,235	442,438
36	000	...	...	189,300	100,000	295,000	765	...	...	187,640	105,664	294,067
37	70,100	961,100	7,300	1,904,700	1,090,600	4,019,000	83,166	957,758	7,671	1,901,744	1,070,910	4,021,249
38	143,100	481,500	10,300	57,600	32,200	225,700	116,364	510,863	11,758	54,449	30,661	224,033
39	43,900	93,800	61,800	30,300	17,000	245,500	40,164	91,097	61,617	26,922	15,160	231,950
40	691,000	1,535,500	79,800	2,191,300	1,227,100	5,744,500	698,328	1,550,718	81,044	2,180,086	1,222,650	5,716,826
41	4,638,600	637,100	113,300	1,800	1,000	5,391,800	4,678,777	585,373	58,798	1,740	980	5,325,608
42	22,400	...	...	...	...	22,400	37,517	...	...	...	...	37,517
43	4,061,000	637,100	113,300	1,800	1,000	5,414,300	4,716,204	585,373	58,798	1,740	980	5,363,125
44	13,378,600	15,516,400	2,875,100	5,067,700	3,341,900	44,079,700	13,380,585	15,472,336	2,835,914	5,042,720	3,346,491	43,978,096

## ACCOUNTS, 1897-98.

India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.
3,991,278	971,045	346,815	5,300,138
87,751	218,284	123,258	429,293
4,079,029	1,189,329	670,073	5,939,011

(c) The following further sums, which are included under "XXVI and 38,—State Railways," are chargeable to the grant for Famine Relief and Insurance, as representing the net charge on the Revenues on account of Protective Railways constructed through the agency of Companies:—

	Budget.	1897-98. Revised.	Accounts.
Indian Midland Railway	239,200	151,200	157,341
Bengal-Nagpur Railway	217,300	217,000	200,567
	456,500	368,200	357,908



## Abstract B.—Details

[Rr. is recorded for every 10 Rupees]

HEADS OF EXPENDITURE.	BUDGET ESTIMATE, 1897-98.					
	INDIA.			England.	Exchange.*	Total.
	Imperial.	Provincial.	Local.	£	Rr.	Rr.
Brought forward	12,144,000	17,067,100	3,068,200	3,745,400	3,702,000	42,717,500
<b>G.—37.—Construction of Railways</b> (charged against Revenue in addition to that under Finance Insurance)	...	7,300	...	...	...	7,300
<b>H.—Railway Revenue Account—</b>						
38.—State Railways:						
Working Expenses	8,953,000	30,500	...	...	...	9,023,500
Interest on Debt	4,017,200	...	...	971,000	600,900	5,629,100
Annuities in purchase of Railways	...	...	...	1,712,500	1,130,200	2,842,700
Interest chargeable against Companies on Advances	81,600	...	...	318,910	144,500	445,000
Interest on Capital deposited by Companies	19,500	...	...	800,000	328,000	1,347,500
39.—Guaranteed Companies:						
Surplus Profits, Land and Supervision	301,000	...	...	...	...	301,000
Interest	7,200	...	...	3,109,400	1,431,800	3,668,400
40.—Subsidised Companies: Land, etc.	226,100	10,100	...	...	...	236,200
41.—Miscellaneous Railway Expenditure	60,000	...	...	...	...	60,000
<b>TOTAL</b>	13,702,600	49,400	...	5,871,800	3,875,400	23,499,200
<b>I.—Irrigation—</b>						
42.—Major Works:						
Working Expenses	475,000	384,800	...	...	...	859,800
Interest on Debt	749,400	555,600	...	...	...	1,305,000
43.—Minor Works and Navigation	294,000	661,300	9,900	1,000	700	966,000
<b>TOTAL</b>	1,498,400	1,041,700	9,900	1,000	700	3,111,700
<b>K.—Buildings and Roads—</b>						
44.—Military Works	1,207,300	...	...	14,400	9,500	1,231,200
45.—Civil Works	321,400	2,291,000	1,785,800	90,500	59,900	4,543,900
<b>TOTAL</b>	1,528,700	2,291,000	1,785,800	105,800	69,400	5,780,100
<b>L.—Army Services—</b>						
46.—Army:						
Effective	16,050,300	...	...	1,931,600	1,268,300	19,249,800
Non-Effective	918,600	...	...	2,431,800	1,605,000	4,055,400
Military Operations	...	...	...	...	...	...
<b>TOTAL</b>	16,968,900	...	...	4,363,400	2,873,300	24,195,500
<b>LL.—Special Defence Works—</b>						
47.—Special Defence Works	...	...	...	11,700	7,700	19,400
<b>TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL</b>	45,843,500	21,916,500	4,863,200	16,084,500	19,618,400	98,330,500
Transfers between Provincial and Local	...	4,358,200	—358,200	...	...	...
<b>M.—Add—Portion of Allocations to Provincial Governments not spent by them in the year</b>	...	...	9,200	...	...	9,200
<b>Deduct—Portion of Provincial Expenditure defrayed from Provincial Balances</b>	...	710,200	484,000	...	...	1,199,200
<b>Total Expenditure charged against Revenue</b>	45,843,500	21,964,500	4,025,200	16,088,500	19,618,400	98,148,800
<b>BUDGET ESTIMATE, 1897-98.</b>						
<b>N.—Expenditure not charged to Revenue—</b>						
<b>CAPITAL OUTLAY ON RAILWAYS, IRRIGATION AND OTHER WORKS—</b>						
48.—State Railways	4,040,100	...	...	1,078,000	711,500	5,829,600
49.—Irrigation Works	741,500	...	...	5,100	3,400	750,000
50.—Miscellaneous Public Improvements	...	...	...	...	...	...
<b>TOTAL</b>	4,781,600	...	...	1,083,100	714,900	6,588,600

\* See foot-note in Abstract A, page 586.



## Expenditure—continued.

[Amount of transactions in India, including those of "Exchange."]

REVISED ESTIMATE, 1897-98.						ACCOUNTS, 1897-98.					
INDIA.			England.	Exchange.	Total.	INDIA.			England.	Exchange.	Total.
Imperial.	Provincial.	Local.				Imperial.	Provincial.	Local.			
Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.
13,378,600	18,516,400	2,875,100	5,567,700	3,341,900	44,079,700	13,380,525	18,472,336	2,835,914	5,542,770	3,346,491	43,978,096
...	4,700	...	...	...	4,700	...	3,792	...	...	...	3,792
9,395,800	42,300	...	...	...	9,438,100	9,135,346	44,656	...	...	...	9,180,002
3,907,100	...	...	971,000	543,800	5,511,900	3,993,278	...	...	971,043	546,815	5,509,138
...	...	...	1,712,500	959,000	2,671,500	...	...	...	1,712,419	954,290	2,666,709
86,300	...	...	218,900	121,600	427,700	87,731	...	...	218,881	123,258	429,873
16,200	...	...	784,900	439,500	1,240,000	16,584	...	...	784,279	441,325	1,245,288
145,600	...	...	...	...	145,600	125,213	...	...	...	...	125,213
5,800	...	...	2,154,800	1,206,700	3,370,300	8,899	...	...	2,154,784	1,213,401	3,377,084
100,600	10,200	...	...	...	110,800	103,577	10,183	...	...	...	113,760
82,800	800	...	...	...	23,600	15,475	754	...	...	...	16,229
3,034,300	53,300	...	5,842,100	3,271,600	22,801,300	3,595,303	55,513	...	5,841,914	3,289,695	22,693,502
503,900	354,000	...	...	...	857,900	505,257	355,832	...	...	...	861,089
789,100	535,000	...	...	...	1,324,100	729,480	554,769	...	...	...	1,284,249
291,100	605,100	7,300	1,600	900	906,200	294,522	603,244	7,725	1,617	629	907,712
1,574,100	1,604,100	7,300	1,600	900	3,138,200	1,530,269	1,604,345	7,725	1,617	629	3,144,085
1,063,800	...	...	56,000	37,000	1,166,800	1,059,540	...	...	56,633	30,218	1,108,385
357,200	2,219,000	1,505,900	80,200	44,200	4,297,200	362,120	2,258,018	1,564,010	80,800	45,537	4,250,551
1,421,000	2,212,000	1,515,100	146,200	81,000	5,464,000	1,361,660	2,258,018	1,564,010	150,499	84,742	5,418,936
1,349,300	...	...	1,869,600	1,047,000	3,812,900	1,592,662	...	...	1,864,263	1,016,016	3,812,441
914,200	...	...	2,419,300	1,354,800	4,778,300	922,385	...	...	2,414,643	1,359,847	4,777,077
3,562,000	...	...	23,100	12,100	3,905,300	3,847,022	...	...	23,119	12,145	3,887,256
20,300,300	...	...	4,312,000	2,414,700	27,027,000	20,362,539	...	...	4,344,727	2,390,008	26,996,774
...	...	...	...	...	...	...	...	...	...	...	...
3,000	...	...	21,400	12,000	35,400	—4,080	...	...	17,739	9,969	23,708
10,260,300	23,397,500	4,478,500	15,291,000	9,123,000	102,550,300	10,137,336	22,394,081	4,497,640	15,198,169	9,121,561	102,258,893
...	+117,900	—317,900	...	...	...	...	+230,256	—230,256	...	...	...
...	122,300	26,700	...	...	149,000	...	169,435	64,011	...	...	233,446
...	697,800	166,800	...	...	854,600	...	638,473	32,646	...	...	691,124
30,260,300	29,149,800	4,020,500	16,291,000	9,123,000	101,844,600	30,137,336	22,255,297	4,088,753	15,198,263	9,121,561	101,801,215

REVISED ESTIMATE, 1897-98.				ACCOUNTS, 1897-98.			
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.	Rs.	£	Rs.	Rs.
2,613,300	877,700	463,500	3,954,500	2,567,485	869,010	435,570	3,872,065
632,000	6,700	3,900	642,600	622,157	6,573	3,701	632,431
8,400	...	...	8,400	4,105	...	...	4,105
3,102,600	834,600	467,400	4,404,600	3,053,687	813,583	439,271	4,328,541



## Abstract C.—Details of Receipts

(Rs. 1 is recorded for every 10 Rupees in respect of the figures in thick type are those)

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rs.	£	Rs.	Rs.	£	Rs.	Rs.	£	Rs.
Revenue (from Abstract A).	95,389,500	173,000	95,562,500	95,562,000	173,000	95,735,000	95,735,000	173,000	95,908,000
Exchange added to Revenue	114,200	...	114,200	107,500	...	107,500	100,055	...	100,055
<b>TOTAL</b>	<b>95,503,700</b>	<b>173,000</b>	<b>95,676,700</b>	<b>95,669,500</b>	<b>173,000</b>	<b>95,842,500</b>	<b>95,835,055</b>	<b>173,000</b>	<b>96,008,055</b>
<b>D.—Permanent Debt incurred—</b>									
<i>Sterling Debt—</i>									
India Stock	...	3,500,000	...	...	3,500,000	...	...	3,500,000	...
<i>Paper Debt—</i>									
Rupee Loans	4,000,000	...	...	3,000,000	...	...	3,000,120	...	...
<b>TOTAL</b>	<b>4,000,000</b>	<b>3,500,000</b>	<b>7,500,000</b>	<b>3,000,000</b>	<b>3,500,000</b>	<b>6,500,000</b>	<b>3,000,120</b>	<b>3,500,000</b>	<b>6,500,120</b>
<b>Net</b>			<b>6,934,900</b>			<b>6,067,800</b>			<b>6,077,779</b>
<b>Temporary Debt incurred</b>									
Temporary Loans	...	2,000,000	2,000,000	...	2,000,000	2,000,000	...	2,000,000	2,000,000
<b>Net</b>			<b>1,800,000</b>			<b>5,000,000</b>			<b>5,000,000</b>
<b>P.—Unfunded Debt—</b>									
Treasury Notes	...	...	...	200	...	...	200	...	...
Deposits of Service Funds	151,000	...	...	141,200	...	...	142,309	...	...
Savings Bank Deposits	4,734,300	...	...	3,940,000	...	...	3,867,150	...	...
<b>TOTAL</b>	<b>4,885,300</b>	...	<b>4,885,300</b>	<b>4,081,200</b>	...	<b>4,081,200</b>	<b>4,010,359</b>	...	<b>4,010,359</b>
<b>Net</b>			<b>500,400</b>			<b>0</b>			<b>0</b>
<b>Q.—Deposits and Advances—</b>									
Balances of Provincial Allotments	2,300	...	...	148,900	...	...	233,445	...	...
Excluded Local Funds	761,800	...	...	811,600	...	...	851,848	...	...
Railway Funds	71,500	...	...	51,200	...	...	45,170	...	...
Deposits of Sinking Funds	12,400	...	...	12,500	...	...	12,500	...	...
Departmental and Judicial Deposits	18,100,000	...	...	18,179,500	...	...	22,479,638	...	...
Advances	3,180,100	1,400	...	8,712,100	2,300	...	8,657,183	2,000	...
Suspense Accounts	9,100	...	...	190,900	...	...	212,810	...	...
Exchange on Remittance Accounts (net)	2,593,100	...	...	4,798,300	...	...	4,663,176	...	...
Miscellaneous	25,300	...	...	...	200	...	133,208	130	...
<b>TOTAL</b>	<b>24,870,500</b>	<b>1,400</b>	<b>24,872,000</b>	<b>36,005,000</b>	<b>2,500</b>	<b>36,007,500</b>	<b>37,285,088</b>	<b>2,247</b>	<b>37,287,335</b>
<b>Net</b>			<b>1,497,500</b>			<b>3,285,700</b>			<b>3,044,660</b>
<b>Carried over</b>	<b>139,359,700</b>	<b>5,674,400</b>		<b>140,057,500</b>	<b>5,694,500</b>		<b>140,343,907</b>	<b>5,695,000</b>	



## and Disbursements.

of transactions in India, including those of "Exchange," which appear in the General Account.

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Expenditure, Imperial and Provincial (from Abstract B).	72,523,900	15,088,500	87,612,400	77,136,300	16,291,000	93,427,300	75,329,000	16,108,203	91,437,203
Exchange, charged as Expenditure	10,618,400	...	10,618,400	9,123,000	...	9,123,000	9,123,501	...	9,123,501
Add—Provincial Surpluses, transferred to "Deposits."	9,200	...	9,200	148,900	...	148,900	233,446	...	233,446
Deduct—Provincial Deficits, charged against "Deposits."	1,199,200	...	1,199,200	854,600	...	854,600	691,124	...	691,124
TOTAL	82,052,300	15,088,500	97,140,800	85,553,600	16,291,000	101,844,600	85,602,952	16,108,203	101,711,155
Expenditure not charged to Revenue—									
Capital Outlay on Railways, Irrigation and Other Works	4,790,600	1,083,100	5,873,700	3,302,600	834,600	4,137,200	3,053,687	815,583	3,869,270
Add—Exchange on Expenditure charged to Revenue	744,000	...	744,000	467,400	...	467,400	459,271	...	459,271
TOTAL	5,534,600	1,083,100	6,617,700	3,770,000	834,600	4,604,600	3,512,958	815,583	4,328,541
C.—Permanent Debt discharged—									
Sterling Debt—									
India 4 p. c. Stock	...	...	...	...	2,700	...	...	2,800	...
Rupie Debt—									
4½ p. c. Loan	3,000	...	3,000	3,300	...	3,300	7,950	...	7,950
4 p. c. Loan	220,000	...	220,000	220,000	...	220,000	214,203	...	214,203
3½ p. c. Loan	350,000	...	350,000	193,000	...	193,000	193,230	...	193,230
Stock Notes	100	...	100	...	...	...	176	...	176
TOTAL NET	575,100	...	575,100	420,300	2,700	423,000	419,539	2,802	422,341
Temporary Debt discharged—									
Temporary Loans	...	1,000,000	1,000,000	...	1,000,000	1,000,000	...	1,000,000	1,000,000
TOTAL NET	...	1,000,000	1,000,000	...	1,000,000	1,000,000	...	1,000,000	1,000,000
P.—Unfunded Debt—									
Special Loans	...	...	...	...	...	...	12,130	...	12,130
Deposits of Service Funds	102,600	...	102,600	113,400	...	113,400	113,600	...	113,600
Savings Bank Deposits	4,280,300	...	4,280,300	4,333,300	...	4,333,300	4,192,798	...	4,192,798
TOTAL NET	4,382,900	...	4,382,900	4,446,700	...	4,446,700	4,318,545	...	4,318,545
Q.—Deposits and Advances—									
Balances of Provincial Aliments	1,190,200	...	1,190,200	854,600	...	854,600	691,124	...	691,124
Excluded Local Funds	733,600	...	733,600	811,800	...	811,800	852,080	...	852,080
Railway Funds	28,300	...	28,300	61,400	...	61,400	61,162	...	61,162
Departmental and Judicial Deposits	18,279,800	...	18,279,800	21,761,800	...	21,761,800	22,331,270	...	22,331,270
Advances	3,056,000	...	3,056,000	9,118,000	900	9,118,900	9,300,048	936	9,300,984
Suspense Accounts	17,400	...	17,400	13,000	...	13,000	200,408	...	200,408
Miscellaneous	...	...	...	587,000	1,400	588,400	698,035	929	698,964
TOTAL NET	23,374,500	...	23,374,500	33,218,500	2,300	33,220,800	34,340,758	1,917	34,342,675
Carried over	115,800,300	18,171,600	133,971,900	127,114,300	17,301,600	144,415,900	128,194,252	18,018,565	146,212,817



## Abstract C.—Details of Receipts

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	Indis.	England.	Total.	Indis.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Brought forward	125,259,700	5,674,400		144,057,500	9,694,500		140,543,900	9,695,000	
R.—Loans and Advances by Imperial Government	107,600	...	107,600	107,000	...	107,000	100,109	...	100,109
Net			91,500			52,200			44,963
R.R.—Loans and Advances by Provincial Governments	411,700	...	411,700	717,300	...	717,300	858,044	...	858,044
Net			0			0			0
S.—Capital Receipts from Railway Companies—									
On Account of Subscribed Capital	1,535,300	4,491,400		704,800	1,190,500		660,654	1,190,500	
Repayments	102,700	3,000		1,445,000	5,900		1,421,847	4,001	
TOTAL	1,698,000	4,494,400	6,192,400	2,149,800	1,194,400	3,344,200	2,084,504	1,194,501	3,279,005
Net			0			0			0
T.—Remittances—									
Inland Money Orders	23,900,000	...		23,000,000	...		25,714,421	...	
Other Local Remittances	444,900	...		943,100	...		...	...	
Other Departmental Accounts	304,300	...		310,200	...		423,844	...	
Net Receipts by Civil Treasuries from—									
Post Office	555,000	...		...	...		...	...	
Telegraph	...	...		111,100	...		140,445	...	
Guaranteed Railways	2,781,300	...		2,537,700	...		2,559,191	...	
Net Receipts from Civil Treasuries by—									
Post Office	...	...		401,300	...		357,579	...	
Telegraph	5,200	...		...	...		...	...	
Marine	212,000	...		253,300	...		221,307	...	
Military	15,700,000	...		15,608,600	...		15,562,120	...	
Public Works	2,631,600	...		1,053,100	...		794,622	...	
Remittance Account between England and India	1,562,400	585,000		1,979,200	800,000		1,945,122	808,000	
TOTAL	47,847,700	525,000	48,372,700	31,197,500	800,000	31,998,400	50,718,651	808,000	51,526,651
Net			0			0			0
U.—Secretary of State's Bills drawn	...	13,000,000	13,000,000	...	9,378,000	9,378,000	...	9,306,077	9,306,077
Total Receipts	179,324,700	23,693,800		194,229,300	11,167,900		194,303,214	21,305,470	
Opening Balance	12,460,810	2,814,698		13,873,751	2,832,354		13,873,752	2,832,354	
Grand Total	192,790,510	26,508,498		208,103,052	14,000,254		208,176,966	24,137,824	



## and Disbursements—continued.

	BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rx.	£	Rx.	Rx.	£	Rx.	Rx.	£	Rx.
Brought forward	115,890,300	18,171,000		127,418,300	18,130,600		128,194,752	18,018,565	
R.—Loans and Advances by Imperial Government	16,100	...	16,100	54,800	...	54,800	35,146	...	35,146
Net			0			0			0
RR.—Loans and Advances by Provincial Governments	748,600	...	748,600	1,401,200	...	1,401,200	1,411,503	...	1,411,503
Net			336,900			683,900			553,500
S.—Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	2,441,400		...	24,100		...	24,123	
For Expenditure	2,654,300	2,370,700		3,091,300	1,602,800		3,146,849	1,514,927	
TOTAL	2,654,300	4,812,100	7,466,400	3,091,300	1,626,900	4,718,200	3,146,849	1,539,050	4,685,899
Net			1,274,000			1,374,000			1,406,837
T.—Remittances—									
Inland Money Orders	23,900,000	...		25,000,000	...		25,714,510	...	
Other Local Remittances	444,000	...		941,100	...		244,503	...	
Other Departmental Accounts	304,200	...		310,200	...		429,615	...	
Net Payments into Civil Treasuries by—									
Post Office	555,000	...		...	...		...	...	
Telegraph	...	...		111,100	...		140,485	...	
Guaranteed Railways	2,781,500	...		2,537,700	...		2,559,191	...	
Not Issues from Civil Treasuries to—									
Post Office	...	...		401,200	...		337,579	...	
Telegraph	5,700	...		...	...		...	...	
Marine	212,000	...		353,300	...		231,333	...	
Military	15,700,900	...		18,608,000	...		18,662,120	...	
Public Works	2,681,600	...		1,053,100	...		864,260	...	
Remittance Account between England and India	548,900	1,253,500		811,400	1,974,400		818,841	1,945,971	
TOTAL	47,134,200	1,253,500	48,387,700	50,029,700	1,974,400	52,004,100	49,915,438	1,945,971	51,861,409
Net			15,000			5,700			333,809
U.—Secretary of State's Bills paid	13,025,100	...	13,025,300	9,385,200	...	9,385,200	9,472,745	...	9,472,745
Total Disbursements	179,468,800	24,237,200		191,380,800	21,731,000		191,196,523	21,503,586	
V.—Closing Balance	13,321,710	2,271,296		16,723,358	2,168,254		15,982,443	2,534,244	
Grand Total	192,790,510	26,508,496		208,104,158	23,900,154		208,178,966	24,037,830	



**Abstract D.—Account of Provincial and Local Savings charged to Revenue and held at the disposal of Provincial Governments under their Provincial Contracts.**

**A.—Provincial Balances.**

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Budget Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Revised Estimate) . . .	...	8	294,294	99,194	410,708	40	59,853	258,472	99,583	1,222,548
Added in 1897-98 . . .	...	...	...	...	...	...	...	...	...	...
Spent in 1897-98 . . .	...	...	153,400	13,400	319,700	...	25,700	158,500	50,500	710,200
Balance at end of 1897-98 . . .	...	8	140,894	85,794	100,008	40	34,153	99,972	49,083	512,348
<b>Revised Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Accounts) . . .	...	...	(a) 312,173	94,373	393,450	...	(a) 52,278	(a) 229,492	(a) 179,663	1,263,429
Added in 1897-98 . . .	...	...	109,435	37,100	341,500	...	16,200	129,500	179,700	122,200
Spent in 1897-98 . . .	...	...	...	...	...	...	...	...	...	...
Balance at end of 1897-98 . . .	...	...	421,608	57,273	53,950	...	68,478	99,992	—37	697,823
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97 . . .	...	...	(a) 312,173	94,373	393,450	...	(a) 52,278	(a) 229,492	(a) 179,663	1,263,429
Added in 1897-98 . . .	...	...	109,435	37,100	341,500	...	16,200	129,500	179,700	122,200
Spent in 1897-98 . . .	...	...	...	...	...	...	...	...	...	...
Balance at end of 1897-98 . . .	...	...	421,608	57,273	53,950	...	68,478	99,992	—37	697,823

(a) Differs from last year's closing balance by Rx. 1 for corrections since made.

**B.—Local Balances.**

NOTE.—These Balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Budget Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Revised Estimate) . . .	12,246	(a) 42,281	86,346	21,916	70,149	(a) 57,536	143,296	386,740	319,703	1,244,793
Added in 1897-98 . . .	1,600	6,100	31,500	9,600	144,000	9,300	...	...	...	9,000
Spent in 1897-98 . . .	...	...	...	...	...	...	...	...	...	...
Balance at end of 1897-98 . . .	10,646	36,181	54,846	14,316	—23,851	66,736	83,586	265,540	319,703	664,003
<b>Revised Estimate, 1897-98.</b>										
Balance at end of 1896-97 (by Accounts) . . .	12,735	46,726	101,571	(a) 33,945	(a) 174,201	60,637	148,607	386,576	343,684	1,308,682
Added in 1897-98 . . .	...	...	10,800	5,943	24,104	15,900	...	...	...	26,700
Spent in 1897-98 . . .	1,000	13,500	...	6,200	300	...	15,900	90,000	38,300	164,500
Balance at end of 1897-98 . . .	11,735	33,226	112,371	24,745	123,901	70,537	134,707	295,576	305,384	1,168,383
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97 . . .	12,735	46,726	101,571	(a) 33,945	(a) 174,201	60,637	148,607	386,576	343,684	1,308,682
Added in 1897-98 . . .	...	...	8,075	...	...	...	...	...	...	...
Spent in 1897-98 . . .	1,407	10,855	...	...	...	...	...	12,726	27,029	52,649
Balance at end of 1897-98 . . .	11,328	35,871	109,646	39,688	198,305	56,354	145,774	373,850	316,655	1,190,947

(a) Differs from last year's closing balance by Rx. 1 for corrections since made.



## APPENDIX.

**Abstract E.**—*Details of Recurring and Special transfers between Imperial and Provincial made through the Land Revenue Head—See paras. 30 and 31.*

## CENTRAL PROVINCES.

## Special transfers.

*Imperial to Provincial.*

In aid of the Provincial Balance . . . . .	81,0	81,0
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## BURMA.

## Special transfers.

*Imperial to Provincial.*

Contribution towards the cost of the construction of the Sergeant Instructor's quarters . . . . .	1	1
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## ASSAM.

## Special transfers.

*Imperial to Provincial.*

Special assignment for earthquake expenditure . . . . .	80,0	80,0
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## BENGAL.

## Recurring transfers.

*Imperial to Provincial.*

Transfer of Imperial Buildings . . . . .	1,6	1,6
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## Special transfers.

*Imperial to Provincial.*

Survey and settlement expenditure . . . . .	62,3	62,3
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## N.-W. PROVINCES AND OUDH.

## Special transfers.

*Imperial to Provincial.*

Contribution towards the cost of the construction of a light suspension bridge over the Kohat Katdwar . . . . .	1,3	
In aid of the Provincial Balance . . . . .	103,7	
New Government House, Naini-Tal . . . . .	27,3	
New Local Fund Scheme . . . . .	40,0	
		171,3

## PUNJAB.

## Recurring transfers.

*Imperial to Provincial.*

Cost of Police entertained on the Kotri-Rohri Railways . . . . .	1,3	
Payments for three-fourths of the amount credited under "I.—Land Revenue" on account of sale-proceeds of sites belonging to Government in the towns of Sherkot and Dijkot . . . . .	2,1	
		3,4

## Special transfers.

*Imperial to Provincial.*

Assignment of one-third of actual expenditure on account of Protective works at Dhera Ghazi Khan . . . . .	7,4	7,4
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## APPENDIX.

## ABSTRACT E—continued.

## MADRAS.

## Special transfers.

*Provincial to Imperial.*

Amount recovered from Local Funds on account of contribution for the ferry flats required in the Godavari Delta . . . . .	—2
Construction of a new Detention Hospital . . . . .	—6.3
	<u>—6.5</u>

## BOMBAY.

## Recurring transfers.

*Imperial to Provincial.*

Registration of Railway Traffic . . . . .	6
Contribution for the new maundage rate of salt . . . . .	3.4
	<u>3.0</u>

*Provincial to Imperial.*

Interest on value of rails for the Hyderabad-Umarkot Railway . . . . .	—1.0
	<u>—1.0</u>

## Special transfers.

*Imperial to Provincial.*

Contribution in aid of Plague expenditure . . . . .	121.8
	<u>121.8</u>



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.**Weather Review of India for the week ending at 8 a.m. on  
Saturday, March 4th, 1899.**

Quiet weather has prevailed during the week under review, with hardly any rainfall and very few local storms, but the temperature in many parts of the country has been unsteady and the range of temperature in many of the provinces has been larger than usual. The storm which crossed Northern India during the latter half of last week lay over Lower Bengal at the commencement of the week under review, and light to moderate thunder showers and dust storms occurred in different parts of North-East India on the 26th, 27th and 28th, due to the action of this storm. On the 1st and 2nd, the weather was fine and quiet generally, but on the 3rd and 4th slightly unsettled conditions appeared simultaneously in the north-east and north-west and light local showers occurred in these two areas. Except in the north-west and north-east, the weather over India was fine and rainless, but in the south of Tenasserim and also in parts of Ceylon some rain was received during the week. The mean temperature of the week was very nearly normal, but as mentioned above, the temperature was unsteady varying in the different provinces from considerably below to considerably above the normal average.

**Daily Summary.—Sunday, February 26th.**—The storm which had crossed Northern India during the preceding week was shown over Lower and South-West Bengal. The winds were hence feebly cyclonic and a few scattered showers had fallen over North-Eastern India. Elsewhere pressure was uniform, though lower than usual, the winds light and variable, and the weather settled, though Cochin reported a local shower and there had been a trifling fall of snow in parts of Kashmir. The heat was low for the time of year in Bombay, in Lower Burma and in Assam, but was more or less excessive elsewhere, more particularly so within the region covered by the barometric depression, where the principal variations from the normal were Balasore  $+8^{\circ}9$  and Burdwan  $+7^{\circ}3$ .

**Monday, February 27th.**—The barometer had fallen over the west of the Peninsula, but had risen elsewhere, more particularly in the north-west and centre. The depression over Bengal was still fairly discernible, though it had nearly filled up. The winds throughout the country were light and rather variable. The mean temperature had decreased over by far the greater part of the country. All over the Bombay Presidency, Rajputana, Central India, the west of the Central Provinces, and part of Madras as well as over Lower and Central Burma and Assam, the heat was low for the time of year, while in the intervening region it was higher than usual. The following variations exhibit the distribution of temperature relatively to the normal: Malegaon  $-7^{\circ}1$ , Chaibassa  $+6^{\circ}5$  and Mymensingh  $-2^{\circ}6$ . The weather in North-East India had been more unsettled than on the previous day, and the thunder showers over that region had been both more extensive and heavier.

**Tuesday, February 28th.**—The observations showed that the barometer had continued to rise. The storm over Lower Bengal had wholly disappeared, and the ordinary cold weather distribution of pressure, which consists of a high pressure area over North-West India and a low pressure area over the South of the Bay, had been established. Northerly breezes prevailed over parts



of North-West India, southerly winds on parts of the Madras Coast and variable airs and calms elsewhere. There had been further showers in parts of Bengal, but both the amount and the extent of the rainfall had diminished. The mean temperature had generally fallen and was very low for the season in parts of Bombay, Central India and the Central Provinces.

*Wednesday, March 1st.*—The barometer changes had been unimportant, and pressure continued to decrease from a high pressure area in the West Punjab to a low pressure area over the centre of the Bay. South-easterly breezes were blowing down the Gangetic Plain, north-easterly winds over the central parts of the country and variable airs elsewhere. Calms were reported from Bengal. The only rainfall was a light shower in Baluchistan. The principal change in the temperature conditions was a brisk rise in Baluchistan and North-West India. The heat had been excessive over the Indus Valley Districts and in Burma, and less than usual over part of the Central Provinces, but elsewhere the variations from the normal were small.

*Thursday, March 2nd.*—The pressure conditions were practically unchanged and the high pressure area in the north-west was as marked as on the 1st. The winds blew from the usual cold weather directions—from north-west and west down the Gangetic Plain, from north-east over the Central Provinces, and from south-east and east over the Peninsula. Calms were reported from Bengal. Fine cloudless weather prevailed with no rain. The temperature had risen over some central districts and exceeded the normal over the Central Provinces and Berar.

*Friday, March 3rd.*—The barometer had fallen everywhere and over Northern India and the East of the Peninsula, briskly to rapidly. A storm was appearing over the western desert, while at the same time low pressures were developing along the foot of the Himalayas. The wind had shifted to the southward over the western desert, but the Westerly and West-North-Westerly wind down the Gangetic Plain and the North-East wind over the Central Provinces still held. Light snow had fallen over Kashmir and light rain in parts of Bengal and Assam. Temperature had risen in the extreme west and south of India, and the heat was greater than usual over the Punjab and Sind.

*Saturday, March 4th.*—The depression over the western desert had apparently filled up, while on the contrary the low pressure area along the foot of the hills had developed and become more marked. Westerly winds prevailed over a large part of Northern India and breezes between north-west and north-east in most other places, but in North Bengal an easterly wind was appearing. Cloudy weather was reported both from the north-west and north-east, and while light snow had fallen at Minimarg and Srinagar, light rain had been received at Bhamo, Barisal and Jessore. The heat was greater than usual over North-Western India, the south of the Peninsula and the greater part of Burma, the principal variations being  $+9^{\circ}2$  at Jacobabad,  $+3^{\circ}1$  at Bellary and  $+1^{\circ}3$  at Minbu. Elsewhere the weather was cool, the principal temperature variations being  $-8^{\circ}4$  at Kindat,  $-6^{\circ}6$  at Sibsagar, and  $-4^{\circ}1$  at Jubbulpore.

**Temperature.**—As mentioned above, the temperature has been changeable and unsteady during the week, more particularly in North-Western and North-Eastern India. Thus at the commencement of the week temperature was largely above the normal in Bengal. This excess gradually diminished till by the 1st it had practically disappeared and subsequently was replaced by a deficiency of temperature. In the north-west the variations from the normal were irregular, until the 2nd, when the temperature rose above the normal and the rise holding, by the close of the week, there was a large excess of heat all over the north west.



The following table gives the temperature variation data for the week:—

Province.	February 1899.			March 1899.				Mean variation of week.
	26th	27th	28th	1st	2nd	3rd	4th	
Burma	-1.7	-1.1	+1.2	+1.9	+1.3	+1.0	+0.6	+0.5
Assam	0	-0.6	+1.2	-1.0	-1.4	-0.6	-1.1	-0.9
Bengal	+3.7	+2.1	+0.6	+0.2	+0.2	-0.3	-2.9	+0.5
Orissa	+5.6	+5.2	+2.3	+1.1	+0.1	+1.4	-1.0	+2.1
Bihar	+2.2	+1.3	+0.4	+0.2	-0.7	-1.3	-1.3	+0.1
Chota Nagpur	+4.2	+3.3	+0.5	+0.8	+1.1	+0.2	-2.2	+1.1
North-Western Provinces and Oudh	+0.8	+0.5	-0.2	-1.0	+0.2	+0.1	+2.0	+0.3
Punjab	+1.1	+0.6	+0.6	+0.9	+0.4	+3.6	+3.0	+1.5
Sind	-2.0	-3.6	-2.4	+3.2	+0.9	+3.7	+5.7	+0.8
Rajputana	+0.6	-2.5	-1.8	-0.1	-0.6	-0.8	+4.9	0
Gujarat	-2.6	-3.1	-2.5	+0.2	+1.1	+0.3	+2.8	-0.5
Central India	-0.1	-1.8	-2.9	-1.5	-0.9	-2.4	-1.8	-1.6
Central Provinces	+1.7	-0.4	-2.1	-0.6	+2.1	-0.7	-2.3	-0.4
Berar	+1.5	-3.2	-1.9	+0.1	+4.8	+0.5	-1.2	+0.1
West Coast	-0.3	-2.0	-0.5	+0.3	-0.9	+0.3	+0.3	-0.1
Bombay Deccan	-1.3	-5.6	-3.6	-0.3	-0.1	-0.9	-0.3	-1.8
Mysore	+3.6	+2.3	+2.6	-1.4	-1.9	-0.8	+1.1	+0.7
Madras Coast	+0.9	+3.4	+1.7	0	-1.6	-1.6	+0.8	+0.6
Madras Deccan	+5.2	-1.0	+1.6	+0.4	-2.4	-0.7	+2.0	+0.3
South India	+2.6	+2.8	+0.2	-0.7	-0.7	-0.2	-1.1	+0.4
Mean for whole of India	+1.2	-0.2	-0.3	+0.1	+0.1	0	+0.5	+0.2

The above shows a slight excess of temperature on the 26th, but a normal temperature on all the other days. The provincial variations exhibit an excess in Orissa, Chota Nagpur, and the Punjab, a deficiency in Central India and the Bombay Deccan, and normal temperature conditions elsewhere. In the case of Bengal, Orissa, Chota Nagpur, etc., the range of temperature during the week was large. The following are the highest maximum temperatures recorded on each day:—

Sunday, 26th February—Cuddapah	101.57
Monday, 27th " do.	102.03
Tuesday, 28th " do.	100.77
Wednesday, 1st March—Trichinopoly	99.01
Thursday, 2nd " —Toungboon	99.87
Friday, 3rd " —Rangoon	99.06
Saturday, 4th " —Cuddapah	101.62

**Rain.**—Nearly the whole of the rainfall which occurred over India during the week under review was attributable to the action of a single depression. This depression, which crossed Northern India very quickly during the last two days of the previous week, lay over Lower Bengal on the first day of the present week. It drew the wind into cyclonic directions over North-Eastern India, so that south-west to south-east winds prevailed at the head of the Bay and in Lower Bengal. These winds brought up a good deal of moisture, and showers were reported from a few places in East Bengal and Assam. By the following morning, the 27th, the Bengal depression had to a considerable extent filled up but fresh to strong southerly winds continued to carry much moisture from the northern part of the Bay into Bengal and Assam, and the rainfall area notwithstanding the dispersion of the depression had increased and the rainfall itself had been heavier. Light showers continued to be received in this area until the 28th, but on the 1st and 2nd March, the weather was fine and settled. On the 3rd, however, a small local depression appeared over the Sunderbuns, and on that and the following day light thunderstorms gave trifling showers to a few



places in Lower Bengal. Except in North-East India and more particularly in Deltaic and East Bengal and Assam there has been practically no rain during the week. During the greater part of the period a large high pressure area overlay North-Western and Central India, and the weather was fine with dry winds, and though on the 3rd these conditions changed somewhat and a storm appeared on the north-west frontier, the weather over North-Western India was hardly affected thereby, though in Kashmir light snow or rain showers were reported.

The table at the close of the summary shows that effective rain, *i.e.*, rain of one-tenth of an inch or more was received in eight of the rainfall divisions, *vis.*, East Bengal, the Surma, Hills and Brahmaputra divisions of Assam; Deltaic Bengal, Central Bengal, the Bengal Hills and Orissa, and light unimportant showers in six other divisions, *vis.*, Malabar, South Central Madras, the centre and east of the Central Provinces, the Baluchistan Hills, and the north of the East Coast. In all other parts of the country the weather has been rainless. The rainfall of the week exceeded the normal average in East Bengal, all the Assam divisions, Deltaic and Central Bengal and the Bengal Hills. The excess amounted to nearly one inch in East Bengal and to about half an inch in Assam.

With the present rainfall return, a new rainfall period has commenced, and the information contained in the three last columns of the table is practically the same as that given in the three first columns.

The only noteworthy totals recorded during the week at individual rain-gauge stations were as follow :—

	Inches.
Chandpur—Comillah . . . . .	3'23
Munshiganj—Dacca . . . . .	2'47
Sylhet . . . . .	3'05
Sibsagar . . . . .	3'21
Contai—Midnapore . . . . .	3'20
Durawan . . . . .	2'45



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 4TH MARCH, 1899.			RAINFALL DATA FROM FEBRUARY 15TH TO MARCH 4TH, 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 15th Feb- ruary to 4th March	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA . . .	1. Tenasserim . . .	0	0	0	0	0	0
	2. Lower Burma Deltaic . . .	0	0'05	-0'05	0	0'05	- 100
	3. Central do. . .	0	0	0	0	0	0
	4. Upper do. . .	0	0'09	-0'09	0	0'09	- 100
	5. Arakan . . .	0	0'07	-0'07	0	0'07	- 100
BENGAL AND ASSAM	6. Eastern Bengal . . .	1'48	0'50	+0'98	1'48	0'50	+ 196
	7. Assam Surma . . .	1'59	1'03	+0'56	1'59	1'03	+ 54
	8. Do. Hills . . .	1'12	0'56	+0'56	1'12	0'56	+ 100
	9. Do. Brahmaputra . . .	0'71	0'41	+0'30	0'71	0'41	+ 73
	10. Deltaic Bengal . . .	0'72	0'46	+0'26	0'72	0'46	+ 57
	11. Central do. . .	0'25	0'15	+0'10	0'25	0'15	+ 67
	12. North do. . .	0	0'09	-0'09	0	0'09	- 100
	13. Bengal Hills . . .	0'20	0'12	+0'08	0'20	0'12	+ 50
	14. Orissa . . .	0'11	0'15	-0'04	0'11	0'15	- 27
	15. Chota Nagpur . . .	0	0'13	-0'13	0	0'13	- 100
NORTH-WESTERN PROVINCES AND OUDH.	16. South Bihar . . .	0	0'04	-0'04	0	0'04	- 100
	17. North do. . .	0	0'03	-0'03	0	0'03	- 100
	18. North-Western Provin- ces East . . .	0	0'04	-0'04	0	0'04	- 100
	19. South Oudh . . .	0	0'01	-0'01	0	0'01	- 100
	20. North do. . .	0	0'02	-0'02	0	0'02	- 100
	21. North-Western Provin- ces Central . . .	0	0'03	-0'03	0	0'03	- 100
	22. North-Western Provin- ces West . . .	0	0'06	-0'06	0	0'06	- 100
	23. North-Western Provin- ces East Submon- tane . . .	0	0'05	-0'05	0	0'05	- 100
	24. North-Western Provin- ces West Submon- tane . . .	0	0'11	-0'11	0	0'11	- 100
	25. North-Western Provin- ces Hills . . .	0	0'53	-0'53	0	0'53	- 100
PUNJAB . . .	26. South-East Punjab . . .	0	0'08	-0'08	0	0'08	- 100
	27. South do. . .	0	0'07	-0'07	0	0'07	- 100
	28. Central do. . .	0	0'17	-0'17	0	0'17	- 100
	29. Punjab Submontane . . .	0	0'20	-0'20	0	0'20	- 100
	30. Do. Hills . . .	0	0'67	-0'67	0	0'67	- 100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS)	31. North Punjab . . .	0	0'34	-0'34	0	0'34	- 100
	32. West do. . .	0	0'09	-0'09	0	0'09	- 100
	33. Malabar . . .	0'04	0'07	-0'03	0'04	0'07	- 43
	34. Madras South-Central . . .	0'01	0'09	-0'08	0'01	0'09	- 89
	35. Coorg . . .	0	0'10	-0'10	0	0'10	- 100
CENTRAL PROVINCES AND BERAR	36. Mysore . . .	0	0'01	-0'01	0	0'01	- 100
	37. Konkan . . .	0	0	0	0	0	0
	38. Bombay Deccan . . .	0	0'02	-0'02	0	0'02	- 100
	39. Hyderabad North . . .	0	0'01	-0'01	0	0'01	- 100
	40. Khandesh . . .	0	0'06	-0'06	0	0'06	- 100
BOMBAY (NORTH)	41. Berar . . .	0	0'06	-0'06	0	0'06	- 100
	42. Central Provinces West . . .	0	0'05	-0'05	0	0'05	- 100
	43. Central Provinces Cen- tral . . .	0'01	0'06	-0'05	0'01	0'06	- 83
	44. Central Provinces East . . .	0'01	0'09	-0'08	0'01	0'09	- 89
	45. Gujarat . . .	0	0	0	0	0	0
RAJPUTANA AND CENTRAL INDIA.	46. Kathiawar . . .	0	0'02	-0'02	0	0'02	- 100
	47. Sind . . .	0	0'07	-0'07	0	0'07	- 100
	48. Baluchistan Hills . . .	0'02	0'02	-0'00	0'02	0'02	- 97
	49. Central India East . . .	0	0'00	-0'00	0	0'00	- 100
	50. Rajputana East, Cen- tral India West . . .	0	0'03	-0'03	0	0'03	- 100
MADRAS . . .	51. West Rajputana . . .	0	0'08	-0'08	0	0'08	- 100
	52. East Coast North . . .	0'06	0'06	0	0'06	0'06	0
	53. A. Do. do. (a) . . .	0	0'18	-0'18	0	0'18	- 100
	54. Hyderabad South . . .	0	0'02	-0'02	0	0'02	- 100
	55. Madras Central . . .	0	0	0	0	0	0
	56. East Coast Central . . .	0	0'02	-0'02	0	0'02	- 100
	57. Do. South . . .	0	0'03	-0'03	0	0'03	- 100
	58. Do. South . . .	0	0'18	-0'18	0	0'18	- 100
	59. Madras South . . .	0	0'18	-0'18	0	0'18	- 100

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 9th March 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	30'63	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24'12	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	20'88	...	50'35	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	25'57	...	36'36	...	...	...	...	...	...	...
Tbongwa . . . . .	...	...	30'03	...	...	...	...	...	...	...	...	...
Bassain . . . . .	...	...	27'95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Heaxada . . . . .	...	...	24'07	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	28'07	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31'23	...	27'36	...	...	...	...	...	4'55	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokko . . . . .	...	...	32'40	...	...	...	...	...	...	...	14'82	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25'81	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	13'73	12'5	28	31'75	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	31'35	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	32'5	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	23'12	32'5	27'5	48'75	...	...	15	30	...	...
<i>Deltaic—</i>												
<i>Midnapur—</i>												
Calcutta . . . . .	...	...	30	45	30	41'87	...	...	20	30	20	25
<i>Central—</i>												
Bardwan . . . . .	...	...	22'5	29'06	28'73	45	...	...	...	...	...	...
Patna . . . . .	...	...	21'25	34'04	24'23	50	...	...	11'25	21'87	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	25	30	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'60	24'32	31'87	45'31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18'12	25'94	20	30	...	...	...	...	16'83	20
<i>Bihar, north—</i>												
Biaganpur . . . . .	...	...	22'66	25'23	22'66	35	...	...	13'28	35	...	...
Muzaffarpur . . . . .	...	...	20'50	28'54	25	36'25	...	...	15'44	30	...	...
<b>H.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	14'69	22'34	25'42	30'61	24'45	35'73	29'70	43'39	16'50	24'06	15'88	31'84
<i>Central—</i>												
Cawnpore . . . . .	15'01	19'53	20'2	30'35	24'48	32'06	21'13	35'57	15'64	16'8	15'09	18'18
Jhansi . . . . .	14'67	21'00	22'03	39'01	20'15	24'06	20'44	40'21	14'53	17'97	14'23	17'27
<i>Western—</i>												
Meerut . . . . .	...	...	31'33	...	28'54	33'31	27'6	...	...	...	...	...
Agra . . . . .	...	...	37'5	40	24'37	34'37	29'37	...	15	19'34	15'31	10'53
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	27'08	...	23'18	30'73	...	...	13'8	...	...	...
<b>Quah—</b>												
<i>Southern—</i>												
Lucknow . . . . .	13'8	21'04	28'54	36'2	14'58	32'13	25'54	30'35	13'8	20'58	13'8	19'17
<i>Northern—</i>												
Fyzabad . . . . .	15'31	...	33'38	...	22'81	33'33	...	...	...	23'40	13'75	21'04

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJKA.		RAGI.		MAER.		GRAN.		ARHAR DAL.		GNI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tenasserim—
												Mergai.
						57'64						Tavoy.
						35'75		50'38				Moulmein and Amherst.
												Pegu (deltaic)—
						28'07		37'66				Rangoon.
												Thongwa.
						37'88						Bamein.
												Pegu (island)—
						32'31		60'42				Heerada.
												Toungon.
				9'86		18'39		37'83				Upper Burma—
												Mandalay.
												Bamo.
						20		55'63				Pakokka.
												Arakan—
						35'09		53'33				Kyaukpada.
												Akyab.
												Assam—
												Brahmaputra—
												Goalpara.
												Gaubhati.
												Bengal—
						30	50	41'73		400	400	Eastern—
						23'75	36'75	25	45	420	330	Chittagong.
												Dacca.
										320	330	Deltaic—
												Mideapuri.
27'5	25			13'75	25'62	25	43'73	32'5	37'5	330	320	Calcutta.
						18'75	43	28'75	40	310	300	Central—
						24'00	50	31'25	37'5	320	380	Hardwa.
												Pabna.
				15	22'5	30	45	40	70	360	300	Northam—
												Rangpur.
						21'72	27'81	19'06	24'37	360	335	Orissa—
												Cuttack.
				11'87	18'44	15	35'62	21'25	26'56	260	260	Bihar, south—
												Patna.
				14'23	18'75	18'39	45	30'16		320	310	Bihar, north—
				16'50	20	15'94		25	50	304'60	266'36	Bhagalpur.
				14'53	15'94							Muzaffarpur.
												N.-W. Provinces—
17'3	24'06			13'85	21'67	16'41	35'73	24'37	40'73	314'79	297'97	Eastern—
												Benares.
16'3	18'59			14'27	17'07	17'4	30'78	21'93	47'08	278'28	255'99	Central—
19'09	19'11			19'34	16'72	16'04	31'35	22'34		266'56	240	Cawnpore.
												Allahabad.
				14'79		20	33'33			207'66		Western—
												Morut.
17'19	30			13'73		17'5	35'62	23'12	50	275	260'36	Agra.
												Submontane, west—
16'04	22'5					18'73		16'62		295	265	Shahjahanpur.
												Oudh—
												Southern—
16'57	26'06			13'8	19'38	20'47	30'06	22'19		310	285	Lucknow.
												Northern—
				14'69	20'79	19'06	35'13	20		295	236'25	Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899—continued

DISTRICT.	GOL.		SALT.		TOBACCO LEAF.		TURNERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<b>Yametheryin—</b>												
Mergui . . . . .	111	101	10'05	99	111	107	111	111	111	101	101	101
Tavoy . . . . .	111	111	21'74	111	111	111	111	111	111	111	111	111
Moulmein and Amherst . . . . .	111	111	25'09	111	111	111	111	111	111	111	240	111
<b>Pegu (deltaic)—</b>												
Rangoon . . . . .	111	111	19'03	111	111	111	111	111	111	111	111	111
Thongwa . . . . .	111	111	20'59	111	111	111	111	111	111	111	111	111
Bamco . . . . .	111	111	22'61	111	111	111	111	111	111	111	111	111
<b>Pegu (inland)—</b>												
Henzada . . . . .	111	111	34'97	111	111	111	111	111	111	111	111	111
Toungoo . . . . .	111	111	37'01	111	111	111	111	111	111	111	111	111
<b>Upper Burma—</b>												
Mandalay . . . . .	111	111	20'65	111	111	111	111	111	111	111	111	111
Bamo . . . . .	111	111	24'71	111	111	111	111	111	111	111	111	111
Pekohku . . . . .	111	111	24'71	111	111	111	111	111	111	111	111	111
<b>Arahan—</b>												
Kyaukpaya . . . . .	111	111	38'19	111	111	111	111	111	111	111	111	111
Akyab . . . . .	111	111	38'19	111	111	111	111	111	111	111	111	111
<b>Arahan—</b>												
<b>Brahmaputra—</b>												
Godipara . . . . .	111	111	111	111	111	111	111	111	111	111	111	111
Gaulati . . . . .	111	111	111	111	111	111	111	111	111	111	111	111
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong . . . . .	111	111	35	37'5	100	100	111	111	111	111	111	111
Dacca . . . . .	111	111	35'61	37'5	70	63	111	111	111	111	111	111
<b>Deltaic—</b>												
Mirdaspor . . . . .	111	111	35	36'35	60 and 62'5	47'5 and 62'5	111	111	111	111	1'36	2'3
Calcutta . . . . .	111	111	33'75	35	60	65	111	111	111	111	6'25	6'50
<b>Central—</b>												
Hardwar . . . . .	111	111	31'18	31'75	111	111	111	111	111	111	1'87	2'11
Palna . . . . .	111	111	38'75	38'12	75	70	111	111	111	111	7'5	10
<b>Northern—</b>												
Rangpur . . . . .	111	111	40	40	80	60	111	111	111	111	3'75	1'7(a)
<b>Orissa—</b>												
Cuttack . . . . .	111	111	30	31'25	45	80	111	111	111	111	5'57	5'56
<b>Bihar, south—</b>												
Patna . . . . .	111	111	35	36'25	30	30	111	111	111	111	3'12	3'5
<b>Bihar, north—</b>												
Bhagalpur . . . . .	111	111	37'5	38'75	40	43'5	111	111	111	111	111	111
Muzaffarpur . . . . .	111	111	34'60	34'25	100	100	111	111	111	111	111	111
<b>N.W. Provinces—</b>												
<b>Eastern—</b>												
Bonates . . . . .	28'07	37'5	111	111	111	111	111	111	111	111	111	111
<b>Central—</b>												
Cawnpore . . . . .	32'33	38'07	111	111	52'5	65	115	100	111	111	111	111
Jhansi . . . . .	40	111	111	111	111	111	111	111	111	111	111	111
<b>Western—</b>												
Mercat . . . . .	28'54	111	111	111	111	111	111	111	111	111	111	111
Agro . . . . .	37'5	38'13	111	111	40 to 80	111	100	111	111	111	5'33	111
<b>Submontane, west—</b>												
Shahjahanpur . . . . .	30'05	111	111	111	111	111	111	111	111	111	111	111
<b>Oudh—</b>												
<b>Southern—</b>												
Lucknow . . . . .	19'61	40	111	111	72'5	75	111	111	111	111	4'17	111
<b>Northern—</b>												
Fyzabad . . . . .	28'50	111	111	111	111	111	111	111	111	111	2'81	111

(a) Per bundle.







## WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899—continued

DISTRICTS.	RICE, UNHUSHD.		RICE, HUSHD.		WHEAT.		FLOUR (WHEAT).		BAWLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<b>Eastern—</b>												
Ajmer	33'33	33'33	...	...	30'78	30'06	...	...	22'19	23	19'06	22'19
<b>Punjab—</b>												
<b>Southern—</b>												
Ferozpur	15'36	21'87	40	90	23'59	30'62	25'62	36'25	13'33	21'25	15'00	21'87
<b>Central—</b>												
Lahore	16'98	23'42	33'33	42'08	22'08	30'47	25'31	35'16	13'05	20'32	16'35	21'07
<b>South-eastern—</b>												
Delhi	20	25	30'76	35'35	23'54	35'35	26'67	41'04	15'36	20	17'08	19'05
<b>Submontane—</b>												
Amritsar	17'03	25	32'66	45'73	20'78	29'06	23'91	34'06	...	...	17'4	...
<b>Northern—</b>												
Rawalpindi	16'67	20	47'60	30	23'44	28'12	25'94	30'16	14'09	16'67	15'44	19'06
<b>Western—</b>												
Multan	12'50	15'99	24'22	37'97	24'58	35'57	30'16	37'97	14'84	19'05	15'33	18'24
<b>Sind and Beluchistan—</b>												
Karachi	...	...	...	44'06	...	38'09	...	...	...	25	...	24'37
Shikarpur	...	...	...	...	25'31	35'21	...	...	...	22'5	14'06	21'82
Quetta	...	...	...	...	25	30	40	60	65	21'25	27'5	17'5
<b>Bombay—</b>												
<b>Deccan—</b>												
Dharwar	...	...	...	...	28'41	...	...	...	...	...	...	...
Sholapur	...	...	...	...	...	...	...	...	...	...	13'54	...
Poona	...	...	...	...	...	...	...	...	...	...	...	...
<b>Khatedah—</b>												
Ahmadnagar	36'35	...	...	...	...	...	...	...	...	...	15'73	...
Dhule	...	...	...	...	31'25	...	...	...	...	...	14'79	...
<b>Gujarat—</b>												
Surat	...	...	...	...	31'65	...	...	...	...	...	19'27	28'07
Ahmadabad	22'5	31'25	...	...	...	37'5	...	...	...	...	...	...
<b>Central Provinces—</b>												
<b>Western—</b>												
Nagpur	...	...	20	28	20	34'5	33'31	52	...	...	17'37	21'5
<b>Central—</b>												
Jabalpur	20	...	21'67	27'58	27'56	33'31	30'75	40	...	...	16'65	19'06
<b>Eastern—</b>												
Kampur	16	...	31'25	28	23'75	38	29	50	...	...	...	...
<b>Bihar—</b>												
Bhain	...	...	...	...	33'19	57'41	...	...	...	...	12'5	30'69
Bhupur	...	...	66'67	66'67	30'36	61'5	44'44	68'66	...	...	14'81	27'28
Amroht	...	...	40	40	30'36	80	44'44	56'57	...	...	13'33	20
<b>Madras—</b>												
<b>South, central—</b>												
Cumbhore	...	...	...	...	...	...	...	...	...	...	21	30'6
Salem	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Bellary	...	...	...	...	...	...	...	...	...	...	14'3	45
Cuddapah	17'8	27'9	34'1	47	...	...	...	...	...	...	15'8	27'9
Karur	...	...	...	...	...	...	...	...	...	...	...	...
<b>East Coast, central—</b>												
Nellore	...	...	...	...	...	...	...	...	...	...	...	...
<b>East Coast, south—</b>												
Madras	17'6	27'7	35'6	54'8	...	...	...	...	...	...	...	...
Tanjore	15'5	23'7	26'7	47'1	...	...	...	...	...	...	...	...
Tenchinopoly	...	...	...	...	...	...	...	...	...	...	...	...
<b>Southern—</b>												
Madura	...	...	...	...	...	...	...	...	...	...	21'1	30'5
<b>Mysore—</b>												
Mysore	18'15	26'47	33'82	43'88	33'26	50'94	64'40	54'85	...	...	...	18'20
Bangalore	13'5	19'5	33'5	54'87	38'25	54'48	48	54'85	...	...	15'37	23'87



(The figures represent prices per ten mounds in rupees and decimals of a rupee.)

BAJRA.		RAJL.		MAIZE.		GRAM.		ANAR DÁL.		GRI.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'06	24'06	...	...	20	21'56	20'56	40	...	...	320	205	Rajputana— Eastern— Ajmer.
20	20'44	...	...	12'5	21'56	16'87	20'06	35'25	37'5	310	320	Panjab— Southern— Ferozpur.
18'12	21'87	...	...	13'40	22'4	18'50	32'09	33'33	53'45	320	305	Central— Lahore.
19'06	19'06	...	...	14'70	20	20	33'33	27'6	47'03	312'81	310	South-eastern— Delhi.
...	...	...	...	12'5	21'01	16'3	29'06	...	...	...	...	Submontane— Amritsar.
18'12	22'19	...	...	15'94	18'18	18'12	28'12	33'33	60'35	290'94	275'25	Northern— Rawalpindi.
16'67	22'24	...	...	13'33	25'40	20'83	32'66	...	...	320	320	Western— Multan.
20'88	27'03	...	...	...	...	25	38'12	...	60	355	300	Sind and Baluchistan— Karachi.
17'34	22'5	...	...	...	...	22'19	34'06	...	...	309'37	310	Shikarpur.
...	...	...	...	22'5	30	...	...	40	...	320	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dhule.
13'99	...	...	...	...	...	20'86	...	...	...	...	...	Dhule.
21'35	...	...	...	...	...	26'82	32'6	...	...	...	...	Solapur.
...	...	...	...	...	...	...	...	...	...	...	...	Poona.
19'53	...	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmednagar.
...	...	...	...	...	...	...	...	...	...	...	...	Dhule.
21'61	29'53	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	25	...	...	...	...	...	...	...	...	...	...	Ahmadabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	20	39	24	26	333'31	318	Central— Jubbulpore.
...	...	...	...	...	...	17'37	32	23	50	260	250	Eastern— Raipur.
...	...	...	...	...	...	17'5	30	20	30	265	265	Berar— Bilaspur.
20	40	...	...	...	...	23'53	40	25	30'75	360	310	Ellichpur.
16'67	27'5	...	...	...	...	23'44	44'37	25	30'75	280	300	Amraoti.
...	...	...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore.
18'9	23'8	...	...	...	...	37'2	36'9	...	...	360'4	400	Salem.
...	...	19'6	24'2	...	...	...	...	23'4	28'6	299'7	334'1	Central— Bellary.
...	...	...	...	...	...	25	48	17'7	...	253'6	361'6	Cuddapah.
18'4	23'5	...	...	...	...	...	...	...	...	238'4	300	Karaul.
...	...	...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	18'6	29'5	...	...	...	...	16'1	37'3	...	...	East Coast, south— Madras.
...	...	...	...	...	...	27'6	59'8	...	...	183'9	329'1	Tanjore.
...	...	16'2	26	...	...	...	...	...	...	...	...	Tiruchinopoly.
...	...	...	...	...	...	...	...	25'6	28'9	...	...	Southern— Madras.
...	...	22'53	22'53	...	...	21'76	27'71	61'71	74'06	354	346'62	Mysore— Mysore.
...	...	15'87	23'51	...	...	16'69	15'28	47'25	50'13	359'5	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF FEBRUARY 1898 AND 1899—continued

DISTRICTS.	GIR.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmero . . . . .	47'81	47'81	...	...	...	...	...	...	20	5	10	5
<b>Punjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	120	3'28	5	3'28	3'50
Central—												
Lahore . . . . .	...	...	...	...	53'31	57'13	110'51	123'07	8'00	10	4'40	5
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	123'07	114'27	7'07	6'67	7'07	10
Submontane—												
Amritsar . . . . .	...	...	...	...	40	...	...	...	8'03	...	4'40	6'13
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	100	4'01	5	5	6'15
Western—												
Multan . . . . .	...	...	...	...	100	100	153'28	133'33	6'15	5'33	5	5'50
<b>Sind and Baluchistan—</b>												
Karachi		65	...	...	...	100	110	106'25	...	...	...	...
Shikarpur . . . . .	36'93	47'5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Western—												
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	50'86	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	51'41	...	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Lhulia . . . . .	60'07	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	39	38'95	60	60	140	110	...	...	...	...
Southern—												
Kaipur . . . . .	...	...	41	42	114	200	105	95	...	...	...	...
<b>Bihar—</b>												
Baam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Edinipur . . . . .	...	...	...	...	200	320	130	70'25	...	...	...	...
Amisod . . . . .	...	...	...	...	120	200	140	130	31'0	75'0	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	57'6	81'9	...	...	...	...	...	13'13	...	...	...	...
Salem . . . . .	...	...	...	...	119'8	...	85'7	50'8	...	...	5'8	6'3
Central—												
Bellary . . . . .	35'7	44'9	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	82'3	66'7	...	...	...	...
Kannur . . . . .	...	...	...	...	53'7	66'7	63'8	94'3	...	...	...	...
East Coast, central—												
Neilore . . . . .	...	...	...	...	...	...	...	...	...	...	3'9	5'1
East Coast, south—												
Madras . . . . .	55'9	57'6	...	...	130'9	131'7	98'8	37'6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tichinopoly . . . . .	...	...	...	...	118'3	118'3	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106'8	114'3	...	...	...	...	4'3	5'4
<b>Mysore—</b>												
Mysore . . . . .	64'50	63'50	...	...	374	374	148'04	116'87	10'71	10'21	7'14	7'14
Bangalore . . . . .	45'81	55'00	...	...	351	342'75	129'81	85'69	9'06	3'5	10	13'21

(a) Per 100 pulleys weighing on an average 155 lbs.



The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BRUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PULLED BULLOCKS, PER PAIR.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
4'84	4'37	...	...	30	30	...	...	75	75	Panjab— Southern— Ferozepur.
...	...	...	...	100	100	...	...	112'5	105	Central— Lahore.
7'97	5	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4'01	6'57	...	...	60	35	...	...	60	60	Northern— Rawalpindi.
6'67	4'01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	2'5	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	35	...	...	42	27	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Bihar— Bénares. Ellichpur. Arraholi.
3	3	...	...	50	80	...	...	60	60	Madras— South, central— Coimbatore. Salem.
3'5(a)	2'5(a)	...	...	55	50	...	...	90	90	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Chinnopoly.
...	...	...	...	...	...	...	...	40	41	Southern— Madura.
3'09	3'56	...	...	100	100	...	...	70	70	Mysore— Mysore. Bangalore.

(a) For 100 pullets weighing on an average 740 lbs.

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT  
March 17, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899. (The figures represent

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	101	101	101	101	11 8	11 8	12 14	12 14	101	101	101	101
Tavoy . . . . .	101	101	101	101	13 7	13 7	15 13	15 13	101	101	101	101
Monsoon and Amherst . . . . .	9 —	7 —	101	101	10 3	10 3	12 3	12 3	101	101	101	101
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	101	101	101	101	10 2	10 2	14 3	14 3	101	101	101	101
Rangoon . . . . .	10 —	10 4	101	101	10 14	11 —	14 4	14 —	101	101	101	101
Thongwa . . . . .	101	101	101	101	11 8	11 5	13 15	13 15	101	101	101	101
Bassoon . . . . .	101	101	101	101	11 14	12 7	13 9	13 15	101	101	101	101
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	101	101	101	101	11 11	11 11	14 —	14 —	101	101	101	101
Hloonda . . . . .	101	101	101	101	10 11	10 11	14 15	14 15	101	101	101	101
Prone . . . . .	101	101	101	101	9 15	10 13	13 4	13 4	101	101	101	101
Toungoo . . . . .	101	101	101	101	12 2	11 3	14 8	12 6	101	101	101	101
Thayethary . . . . .	13 6	13 6	101	101	11 10	11 10	15 5	15 5	30 3	37 9	101	101
<i>Upper Burma—</i>												
Mandalay . . . . .	12 14	13 14	101	101	11 6	10 15	11 13	12 6	101	101	101	101
Bacca . . . . .	101	101	101	101	14 2	11 2	13 6	13 6	101	101	101	101
Pakokku . . . . .	101	101	101	101	10 10	10 10	9 13	12 5	27 —	27 —	101	101
Madrila . . . . .	101	101	101	101	13 2	13 2	17 8	17 8	101	101	101	101
<i>Arahan—</i>												
Madaya . . . . .	101	101	101	101	16 12	10 1	21 —	21 5	101	101	101	101
Kyauhsa . . . . .	101	101	101	101	13 6	13 8	15 —	14 13	101	101	101	101
Alyah . . . . .	101	101	101	101	14 —	14 —	15 —	15 —	101	101	101	101
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	101	101	101	101	14 8	14 8	16 —	16 —	101	101	101	101
Cachar . . . . .	8 —	8 —	101	101	8 —	8 —	13 32	13 32	101	101	101	101
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 6	5 6	101	101	5 9	5 4	7 2	7 4	101	101	101	101
Garo Hills . . . . .	101	101	101	101	5 —	5 —	10 —	10 —	101	101	101	101
Manipur . . . . .	101	101	101	101	32 —	30 —	30 —	35 —	101	101	101	101
<i>Brakmaputra—</i>												
Goalpara . . . . .	20 —	20 —	101	101	6 8	6 —	16 —	16 —	101	101	101	101
Kamrup . . . . .	10 —	10 —	101	101	10 —	10 —	16 —	16 —	101	101	101	101
Darrang . . . . .	8 —	8 —	101	101	10 —	11 8	13 —	14 8	101	101	101	101
Nongong . . . . .	101	101	101	101	5 —	5 —	15 —	15 —	101	101	101	101
Sibsagar . . . . .	101	101	101	101	6 —	6 —	13 —	13 8	101	101	101	101
Lakhimpur . . . . .	8 —	8 —	101	101	6 —	6 —	13 8	13 —	101	101	101	101
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	101	101	101	101	8 —	8 —	12 —	13 —	101	101	101	101
<i>Eastern—</i>												
Bachaganj . . . . .	101	101	101	101	14 —	12 and 14 —	14 4	13 and 14 4	101	101	101	101
Noakhali . . . . .	101	101	101	101	10 10	10 10	15 12	15 12	101	101	101	101
Chittagong . . . . .	101	101	101	101	10 8	12 —	14 8	14 —	101	101	101	101
Tippa . . . . .	101	101	101	101	10 —	12 8	15 3	15 4	101	101	101	101
Dacca . . . . .	18 13	11 10	20 —	25 —	11 10	10 10	15 —	16 —	101	101	101	101
Maimansingh . . . . .	13 8	13 8	10 —	10 —	10 —	10 —	18 —	18 —	101	101	101	101
<i>Deltaic—</i>												
Khales . . . . .	101	101	101	101	13 —	14 4	15 —	17 4	101	101	101	101
24 Parganas . . . . .	101	101	101	101	8 14	10 —	11 6	14 8	101	101	101	101
<i>Midnapur . . . . .</i>	10 —	11 4 and 12 8	101	101	10 —	10 8 and 13 —	15 —	16 4	101	101	101	101
Howrah . . . . .	101	101	101	101	10 14 and 10 12	9 14 and 10 8	12 8 and 14 —	13 — and 14 12	101	101	101	101
Cuttack . . . . .	12 4	13 —	17 10	17 13	8 —	8 —	12 4	12 4	17 12	17 13	16 —	16 —
Hooghly . . . . .	14 —	14 —	101	101	8 —	8 —	14 —	14 —	101	101	101	101
Nadia (Krishnagar) . . . . .	10 —	14 8	101	101	6 3	6 3	14 9	14 11	101	101	101	101
Jessore . . . . .	11 —	10 —	11 8	12 —	12 12	10 10	18 8	18 —	101	101	101	101
Faridpur . . . . .	18 —	17 —	20 —	20 —	6 —	7 —	21 —	19 —	101	101	101	101



the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR PAOI (Eleo- sine toro- sina).		KANGNI OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUMADA (Cicer arabianum).		MAIZE (Zea Mays).		ARHAR, OR TRUR, CADJAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
100	101	101	102	102	103	103	104	104	105	105	106	Burma—
100	101	101	102	102	103	103	104	104	105	105	106	Tenasserim—
100	101	101	102	102	103	103	104	104	105	105	106	Mergol.
100	101	101	102	102	103	103	104	104	105	105	106	Tavoy.
100	101	101	102	102	103	103	104	104	105	105	106	Moelwin and Amlant.
100	101	101	102	102	103	103	104	104	105	105	106	Pegu (deltaic)—
100	101	101	102	102	103	103	104	104	105	105	106	Pegu.
100	101	101	102	102	103	103	104	104	105	105	106	Rangoon.
100	101	101	102	102	103	103	104	104	105	105	106	Thongwa.
100	101	101	102	102	103	103	104	104	105	105	106	Basson.
100	101	101	102	102	103	103	104	104	105	105	106	Pegu (inland)—
100	101	101	102	102	103	103	104	104	105	105	106	Tharawadi.
100	101	101	102	102	103	103	104	104	105	105	106	Henzada.
100	101	101	102	102	103	103	104	104	105	105	106	Prone.
100	101	101	102	102	103	103	104	104	105	105	106	Toungoo.
100	101	101	102	102	103	103	104	104	105	105	106	Thaystmya.
100	101	101	102	102	103	103	104	104	105	105	106	Upper Burma—
100	101	101	102	102	103	103	104	104	105	105	106	Mandalay.
100	101	101	102	102	103	103	104	104	105	105	106	Bamo.
100	101	101	102	102	103	103	104	104	105	105	106	Pakokko.
100	101	101	102	102	103	103	104	104	105	105	106	Melitta.
100	101	101	102	102	103	103	104	104	105	105	106	Arakan—
100	101	101	102	102	103	103	104	104	105	105	106	Sundoway.
100	101	101	102	102	103	103	104	104	105	105	106	Kyaukpyn.
100	101	101	102	102	103	103	104	104	105	105	106	Akyah.
100	101	101	102	102	103	103	104	104	105	105	106	Assam—
100	101	101	102	102	103	103	104	104	105	105	106	Surma—
100	101	101	102	102	103	103	104	104	105	105	106	Sylhet.
100	101	101	102	102	103	103	104	104	105	105	106	Cachar.
100	101	101	102	102	103	103	104	104	105	105	106	Hill tracts—
100	101	101	102	102	103	103	104	104	105	105	106	Khasi and Jaintia Hills.
100	101	101	102	102	103	103	104	104	105	105	106	Garo Hills.
100	101	101	102	102	103	103	104	104	105	105	106	Manipur.
100	101	101	102	102	103	103	104	104	105	105	106	Brahmaputra—
100	101	101	102	102	103	103	104	104	105	105	106	Godipara.
100	101	101	102	102	103	103	104	104	105	105	106	Kamrup.
100	101	101	102	102	103	103	104	104	105	105	106	Darrang.
100	101	101	102	102	103	103	104	104	105	105	106	Nowgong.
100	101	101	102	102	103	103	104	104	105	105	106	Sibsagar.
100	101	101	102	102	103	103	104	104	105	105	106	Lakhimpur.
100	101	101	102	102	103	103	104	104	105	105	106	Bengal—
100	101	101	102	102	103	103	104	104	105	105	106	Eastern hill tracts—
100	101	101	102	102	103	103	104	104	105	105	106	Naga Hills.
100	101	101	102	102	103	103	104	104	105	105	106	Eastern—
100	101	101	102	102	103	103	104	104	105	105	106	Backerganj.
100	101	101	102	102	103	103	104	104	105	105	106	Noakhali.
100	101	101	102	102	103	103	104	104	105	105	106	Chittagong.
100	101	101	102	102	103	103	104	104	105	105	106	Tippora.
100	101	101	102	102	103	103	104	104	105	105	106	Dacca.
100	101	101	102	102	103	103	104	104	105	105	106	Maunesson.
100	101	101	102	102	103	103	104	104	105	105	106	Deltaic—
100	101	101	102	102	103	103	104	104	105	105	106	Khulna.
100	101	101	102	102	103	103	104	104	105	105	106	24 Pargana.
100	101	101	102	102	103	103	104	104	105	105	106	Midnapur.
100	101	101	102	102	103	103	104	104	105	105	106	Howrah.
100	101	101	102	102	103	103	104	104	105	105	106	Calcutta.
100	101	101	102	102	103	103	104	104	105	105	106	Hooghly.
100	101	101	102	102	103	103	104	104	105	105	106	Nadia (Krishnagar).
100	101	101	102	102	103	103	104	104	105	105	106	Jessore.
100	101	101	102	102	103	103	104	104	105	105	106	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR Sorghum (Sorghum vulgare).		BAJRA OR Gumma (Pennisetum spicatum).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bachura . . . . .	13 12	13 12	...	...	13 4	13 2	18 12	18 12	...	...	...	...
Bardwan . . . . .	14 8	14 8	...	...	14 8	13 —	17 4	16 —	...	...	...	...
Birbhum . . . . .	13 8	13 8	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Mumukshabad . . . . .	13 8	13 8	...	...	14 —	14 —	17 —	17 8	...	...	...	...
Sankhal Parganna . . . . .	14 8	14 8	30 —	30 —	14 —	14 —	20 —	20 —	...	...	...	...
Pahna . . . . .	16 8	16 8	22 8	22 8	13 8	13 —	21 —	21 8	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	13 8	13 —	21 —	21 8	...	...	...	...
Rajshahi . . . . .	18 —	18 —	22 8	24 —	18 —	12 —	17 4	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	9 8	11 —	18 —	18 —	...	...	...	...
<i>Northern—</i>												
Harepur . . . . .	12 —	12 —	...	...	9 4	10 —	16 —	15 12	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	14 6	13 —	20 —	20 —	...	...	...	...
Jalpaiguri . . . . .	13 —	13 —	...	...	5 —	5 —	10 —	10 —	...	...	...	...
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	15 —	14 —	...	...	...	...
<i>Orissa—</i>												
Puri . . . . .	10 8	10 8	...	...	9 14	8 —	17 1	18 4	...	...	...	...
Cuttack . . . . .	11 13	11 13	...	...	10 8	10 8	15 1	15 1	...	...	...	...
Balasore . . . . .	13 —	13 —	10 —	10 —	14 —	13 —	17 —	16 —	...	...	...	...
<i>Chota-Nagpur—</i>												
Singhbhum . . . . .	5 —	5 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	14 —	16 —	16 —	15 —	14 —	24 —	24 —	...	...	...	...
Lehaddaga . . . . .	13 8	13 8	18 —	18 —	14 —	14 —	20 —	20 —	...	...	...	...
Palamu . . . . .	13 8	13 8	20 6	23 12	18 4	18 4	20 4	21 6	...	...	...	...
Hazaribagh . . . . .	13 4	13 —	21 —	22 —	3 —	7 —	18 —	17 12	...	...	...	...
<i>Bihar, south—</i>												
Monohpur . . . . .	16 8	16 —	...	...	11 9	11 —	16 13	16 —	...	...	...	...
Uda . . . . .	17 —	17 —	20 4	20 —	9 8	10 —	17 —	18 8	...	...	...	...
Haripur . . . . .	19 —	19 —	35 —	35 —	14 —	14 —	21 —	21 —	...	...	...	...
Shahabad . . . . .	17 —	17 —	...	...	15 —	15 —	...	...	...	...	...	...
<i>Bihar, north—</i>												
Purnea . . . . .	16 —	16 —	...	...	16 —	15 —	18 —	18 —	...	...	...	...
Bhagalpur . . . . .	17 10	17 12	30 4	30 4	14 8	13 10	17 10	17 12	...	...	...	...
Unchaupur . . . . .	15 —	15 —	25 —	25 —	8 —	8 —	15 —	15 —	...	...	...	...
Khushpur . . . . .	10 —	10 —	25 —	25 —	8 —	8 —	15 —	15 —	...	...	...	...
Saran . . . . .	17 —	17 —	30 —	30 —	11 —	11 —	16 —	17 —	...	...	...	...
Chhapra . . . . .	15 —	15 —	21 8	21 8	7 —	7 —	15 —	15 8	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Aligarh . . . . .	15 —	15 8	24 —	24 —	11 —	10 —	14 —	15 —	27 —	24 —	24 —	21 —
Bareilly . . . . .	15 7	15 7	23 —	24 15	6 6	8 7	14 11	15 2	24 5	24 1	21 12	21 12
Etahpur . . . . .	16 6	15 12	21 0	22 12	7 4	7 —	13 12	12 12	19 14	20 8	20 4	21 0
Jaunpur . . . . .	16 6	16 6	24 —	24 —	7 —	6 4	10 8	10 —	20 8	20 8	20 8	20 8
Almohad . . . . .	14 4	15 —	20 12	23 8	9 —	9 —	14 —	15 —	21 8	24 —	22 8	22 —
<i>Central—</i>												
Banora . . . . .	15 4	14 —	23 —	23 —	5 4	5 8	14 8	14 8	23 —	22 —	23 —	21 8
Bahadur . . . . .	15 —	15 —	23 —	23 —	12 —	12 —	15 —	15 —	23 —	22 8	23 —	21 —
Bahadur . . . . .	14 8	14 —	24 —	24 8	7 —	7 —	14 8	14 —	23 —	23 —	23 —	22 8
Jaunpur . . . . .	14 8	15 —	24 —	24 —	8 —	8 —	15 —	15 —	24 —	24 —	24 —	23 8
Chhapra . . . . .	13 6	13 4	24 8	24 —	...	...	13 8	13 —	23 8	23 8	24 —	23 8
Chhapra . . . . .	13 —	14 8	27 —	27 4	7 12	7 12	14 4	17 12	24 4	24 4	24 8	26 8
Chhapra . . . . .	10 12	10 2	23 8	23 4	5 —	5 —	13 —	13 —	20 8	24 12	24 12	24 4
Farukhabad . . . . .	17 11	18 1	28 10	32 4	4 12	4 12	14 5	14 4	24 8	24 8	24 8	25 14
Mainpuri . . . . .	18 4	18 2	28 8	27 8	...	...	13 —	13 —	25 4	24 8	28 12	27 8
Etah . . . . .	16 4	16 —	31 8	33 8	4 8	4 8	13 8	15 0	24 8	31 8	28 4	28 4
<i>Northern—</i>												
Meerut . . . . .	16 —	17 8	24 —	24 —	5 —	5 —	12 —	12 —	24 —	24 —	21 —	21 —
Agra . . . . .	16 6	17 —	27 —	27 —	6 —	6 —	12 —	12 —	25 —	25 —	23 —	23 —
Mathura . . . . .	16 14	17 4	27 12	29 —	7 4	7 4	14 12	14 12	27 2	27 4	24 2	24 2
Aligarh . . . . .	17 —	18 —	29 —	31 —	4 0	4 0	...	...	21 —	26 —	24 8	25 4
Meerut . . . . .	17 —	18 12	29 —	31 8	5 —	5 —	14 —	13 —	27 4	29 12	24 —	25 12
<i>Submontane, east—</i>												
Bell . . . . .	16 8	16 8	25 —	25 —	6 8	6 8	15 —	15 —	26 —	25 —	26 —	26 —
Asanpur . . . . .	16 8	16 8	24 4	24 —	4 7	4 7	10 10	10 10	23 1	23 1	23 1	23 1
Chhapra . . . . .	17 9	17 13	24 10	25 13	13 13	14 6	16 3	16 10	26 2	26 2	23 5	23 5
Chhapra . . . . .	18 6	18 6	25 —	25 —	14 14	15 —	15 8	...	...	...	...	...



represent the number of sars (of 30 tolas) and chittrocks sold for one rupee.)

MANN OF BARI (Hill and Cotton)		NANDI OR KAKUL STATION (Santal Hills)		CHINA CHINA KADALAY OR BUNADA (Cotton Hills)		MAIZE (Zoo Hills)		ARUN, OR THUR, GADIAN PRA (Cotton Hills)		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	15 —	15 —	...	...	12 —	12 —	10 —	10 —	Bengal—continued.
...	...	...	...	21 5	20 —	...	...	14 —	14 4	12 —	12 —	Central—
...	...	...	...	18 —	18 —	...	...	13 8	13 8	10 8	10 8	Bankura.
...	...	...	...	27 —	26 8	...	...	17 —	...	12 —	11 9	Bardham.
...	...	...	...	12 —	12 —	30 —	36 —	23 8	24 —	10 —	10 —	Birbhum.
...	...	...	...	16 8	16 8	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	10 8	13 12	...	...	9 12	...	9 12	9 12	Santal Parganas.
...	...	...	...	24 —	24 —	...	...	27 12	and 32 —	9 12	9 12	Pahna.
...	...	...	...	22 —	22 —	...	...	14 —	13 —	9 5 and 10 —	10 —	Bogra.
...	...	...	...	20 —	16 —	24 —	24 —	10 —	9 —	10 —	9 —	Rajshahi.
...	...	...	...	19 —	19 —	...	...	13 —	...	10 10	10 10	Malda.
...	...	...	...	17 —	17 —	...	...	12 —	12 —	10 —	10 —	Northern—
...	...	...	...	10 —	10 —	26 —	22 —	8 —	8 —	8 —	8 —	Reasour.
...	...	...	...	14 7	13 —	...	...	7 14	17 2	15 —	13 2	Dinajpur.
...	...	...	...	17 11	17 11	...	...	19 11	19 11	10 12	10 12	Jalpaiguri.
...	...	...	...	13 —	13 —	...	...	10 8	10 8	11 4	11 8	Hills—
...	...	...	...	0 —	9 —	...	...	10 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	10 —	17 —	28 —	...	14 —	12 —	10 —	10 —	Orissa—
...	...	...	...	20 —	20 —	...	...	11 —	...	...	...	Puri.
...	...	...	...	21 —	21 —	26 —	37 —	13 —	12 —	9 —	9 —	Cuttack.
...	...	...	...	23 10	24 12	30 6	38 2	16 14	23 10	9 4	9 8	Salasore.
...	...	...	...	20 —	21 —	23 —	22 —	20 —	20 —	9 8	9 —	Chota-Nagpur—
...	...	...	...	28 —	30 —	27 —	31 —	13 —	19 —	10 —	10 —	Singbhum.
...	...	...	...	26 —	26 —	32 —	34 —	18 —	18 —	11 —	11 —	Mandla.
...	...	...	...	14 —	14 —	28 —	28 —	...	...	10 12	10 12	Lohardaga.
...	...	...	...	25 —	25 —	...	...	...	...	...	...	Palamu.
...	...	...	...	16 —	16 —	...	...	11 —	10 —	10 8	10 8	Hazaribagh.
...	...	...	...	21 8	22 8	28 —	30 4	13 4	12 8	10 —	10 —	Bihar, south—
...	...	...	...	20 —	20 —	24 —	20 8	10 8	10 8	10 8	10 8	Monghyr.
...	...	...	...	25 —	25 —	24 —	27 8	10 —	35 —	11 8	11 8	Gaya.
...	...	...	...	24 —	24 —	24 8	26 8	16 —	18 —	10 12	10 12	Patna.
...	...	...	...	20 8	21 8	25 8	26 8	15 —	21 8	10 8	10 8	Shahabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Purnea.
...	...	...	...	...	...	...	...	...	...	...	...	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Darbhanga.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Serao.
...	...	...	...	...	...	...	...	...	...	...	...	Champaran.
...	...	...	...	...	...	...	...	...	...	...	...	N.-W. Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Banars.
...	...	...	...	...	...	...	...	...	...	...	...	Ghazipur.
...	...	...	...	...	...	...	...	...	...	...	...	Jaunpur.
...	...	...	...	...	...	...	...	...	...	...	...	Allahabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Banda.
...	...	...	...	...	...	...	...	...	...	...	...	Fatehpur.
...	...	...	...	...	...	...	...	...	...	...	...	Hathpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jalaun.
...	...	...	...	...	...	...	...	...	...	...	...	Cannore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	...	...	...	...	...	...	...	...	Kanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Farukhabad.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Kanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Agia.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Subsidiary, east—
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bulandshahr.



## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLUM (Sorghum vulgare).		BAJRA OR COMU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjhanpur	17 —	18 —	20 —	20 —	11 —	—	14 8	15 —	—	—	25 —	25 —
Rohtak	17 8	16 8	31 —	31 —	2 —	8 —	15 —	15 —	20 —	20 —	24 8	23 8
Flirki	16 8	16 8	31 8	31 8	3 4	3 4	16 0	16 0	20 —	20 —	23 —	23 —
Bareilly	16 14	16 14	26 4	26 4	5 —	5 —	11 14	12 8	20 4	20 4	23 12	23 12
Meerut	16 14	16 14	26 4	26 4	5 4	5 4	13 8	13 8	20 —	20 —	23 8	23 8
Aligarh	16 5	17 2	26 7	26 7	4 8	4 8	13 8	13 8	—	—	20 13	21 10
<i>Montane—</i>												
Muzaffarnagar	17 13	18 9	24 12	26 0	—	—	12 1	12 1	24 12	25 5	22 —	22 —
Saharanpur	17 11	19 8	27 0	28 2	4 13	4 11	11 4	11 13	23 10	23 10	24 11	24 14
Dehra-Dun	18 —	18 0	30 8	30 8	7 4	7 —	12 12	12 8	21 8	23 —	23 —	23 —
<i>Hills—</i>												
Naini Tal	12 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	12 8	12 8	18 —	18 —	—	—	11 —	11 —	—	—	—	—
Garhwal	10 —	10 —	12 —	12 —	—	—	10 —	10 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Paritaghur	16 8	16 —	26 —	26 —	—	—	14 —	16 —	24 8	26 —	25 —	25 —
Saltanpur	17 —	20 —	24 8	27 —	—	10 —	10 —	18 —	24 —	26 —	26 —	26 —
Rae-Bareilly	19 —	19 —	25 —	26 —	—	—	17 —	17 —	23 —	23 —	23 —	23 —
Meerut	16 —	13 —	23 —	23 —	—	—	15 —	16 —	21 —	21 —	23 8	23 8
Lucknow	15 —	16 —	23 —	23 8	3 4	3 4	13 8	13 8	21 8	24 8	23 8	23 8
Hardoi	17 —	16 —	20 —	20 —	—	—	16 —	16 —	25 —	27 —	28 —	28 —
<i>Northern—</i>												
Fyzabad	17 —	17 —	26 —	26 —	12 —	12 —	15 —	16 —	26 —	28 —	28 8	24 —
Bareilly	16 —	13 8	23 —	23 —	6 —	—	12 —	13 8	26 —	28 —	28 —	28 —
Godda	16 4	16 13	23 —	23 —	—	—	15 4	16 13	26 8	28 8	28 —	28 —
Bahraich	18 —	19 —	25 —	25 —	7 —	7 —	16 —	16 —	23 —	24 —	26 —	26 —
Sitapur	17 4	17 4	26 —	26 —	5 —	5 —	14 —	14 —	26 —	28 —	28 —	28 —
Kheri	17 —	17 —	23 —	23 —	5 —	5 4	15 —	16 —	24 —	25 —	28 —	28 —
<b>Rajputana—</b>												
<i>Eastern—</i>												
Paritaghur	16 12	16 12	—	—	7 —	7 —	12 8	12 8	27 8	—	28 12	28 12
Banswara	13 12	13 12	15 —	15 —	6 4	6 4	13 12	13 12	28 8	—	28 12	28 12
Maywar (Udaipur)	15 3	13 10	21 4	21 —	8 13	8 9	0 5	8 13	28 14	28 2	24 13	23 10
Hilly Tracts of Maywar (Dungarpur)	16 —	10 4	21 8	21 —	8 —	7 —	11 —	20 —	—	—	—	—
Sirohi	12 8	13 —	20 —	20 —	6 —	3 4	7 —	6 —	13 —	13 —	14 8	15 —
Kinpur	14 0	14 0	21 0	21 0	6 10	6 10	9 10	9 10	20 8	20 8	16 13	16 13
Ajmer	12 8	14 2	19 —	20 2	6 5	6 5	9 2	9 2	22 —	20 8	18 5	18 —
Alwar	13 9	13 10	19 8	19 9	5 12	5 —	7 8	7 8	—	26 —	14 12	14 13
Kishangarh	14 4	14 8	19 12	20 4	8 —	6 —	7 —	7 —	31 —	21 12	17 4	0
Bundi	16 —	13 10	23 2	22 13	6 8	6 8	7 12	8 8	26 4	31 12	19 4	21 —
Kotah	19 4	20 4	23 8	24 8	7 4	6 4	9 —	6 12	33 8	31 12	20 —	20 —
Bhilaiwar	16 4	15 13	27 7	27 7	7 12	7 12	12 6	12 6	30 6	34 2	20 10	20 11
Tonk	14 1	14 —	21 4	22 4	4 —	4 —	6 —	7 —	21 8	23 8	19 2	20 —
Jaipur	21 12	13 8	18 8	19 —	4 4	4 4	6 8	6 8	20 —	20 —	18 —	18 8
Karauli	15 10	16 4	28 2	28 12	10 —	10 5	11 4	11 9	27 8	28 12	23 12	23 12
Dungarpur	15 8	16 7	25 8	27 0	9 9	9 9	10 2	10 2	27 4	28 12	23 12	23 12
Bharatpur	16 —	16 4	29 —	30 4	5 —	5 —	8 —	8 —	30 12	32 8	26 4	27 12
Alwar	15 9	16 —	29 5	29 5	5 12	5 12	9 4	9 4	31 4	31 4	21 —	21 12
Deoli Cantonment	15 13	16 —	23 8	23 8	4 —	4 —	6 —	6 —	24 1	24 13	23 —	23 —
Nasirabad Cantonment	14 —	13 —	—	—	7 —	7 —	10 8	10 8	28 8	28 8	18 8	18 8
Bikaner	12 10	12 2	—	—	5 7	5 8	7 8	7 8	—	—	14 10	14 10
Anand	13 —	13 14	—	—	6 9	6 9	7 4	6 8	—	—	—	—
Shahpura	14 11	14 6	—	—	7 8	7 8	20 8	10 —	23 —	23 —	18 —	15 —
<i>Western—</i>												
Jodhpur	13 —	12 10	15 4	16 2	7 —	6 14	8 7	8 23	18 4	18 3	16 14	16 14
Jaipur	13 6	13 3	—	—	—	—	—	—	—	—	—	—
Bikaner	10 6	10 6	—	—	6 —	6 —	10 6	10 —	15 3	16 —	17 4	17 4
Bikaner	13 —	13 8	16 12	17 —	3 12	3 12	5 15	5 15	—	—	18 12	18 12
<b>Central India—</b>												
Indore	12 —	12 —	20 —	21 —	8 4	8 4	9 4	9 4	27 —	27 —	21 —	20 —
Nuwach Cantonment	13 8	13 8	—	—	7 —	7 —	8 —	8 —	28 —	28 —	23 —	23 —
Gwalior	10 10	11 —	20 5	24 7	6 6	6 0	7 7	7 7	20 3	22 9	18 9	20 5
<b>Punjab—</b>												
<i>Southern—</i>												
Ludhiana	17 —	19 —	25 —	28 —	—	—	10 —	10 —	20 —	23 —	19 —	20 —
Ferozepur	17 —	19 —	26 —	28 —	—	—	10 —	10 —	23 —	25 —	20 —	20 —
<i>Central—</i>												
Lahore	17 —	19 —	26 —	28 —	—	—	11 —	13 —	24 —	25 —	21 —	23 —
Gujranwala	19 —	19 —	28 —	28 —	—	—	12 —	13 —	26 —	26 —	23 —	23 —
Lyallpur	17 —	18 —	26 —	26 —	—	—	11 —	12 —	23 —	25 —	23 —	23 —
Jhelum	16 —	17 —	23 —	23 —	—	—	12 —	12 —	25 —	25 —	21 —	21 —

Not sold.



represent the number of sars (of 30 tolas) and catnacks sold for one rupee.)

MAHUA OR BADI (Eleo- carys serrata).		KAWON: OR KAKOV, ITALIAN WILLET (Serinus haliae).		GRAM. CHENNA. UNGLA. KADALAY OR DUMARA (Cicer aristatum).		MAHA (Zea Mays).		ANWAR. OR TINDA, GADIAN PEA (Cajanus indicus).		SALT.		District.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				21 —	23 —			17 —	19 —	11 —	11 —	N.-W. Provinces—contd.
												Indrahar, west—
												Shahjahanpur.
		16 —	18 —	22 8	24 —	35 —	36 —	18 —	18 —	10 12	10 12	Badaun.
				23 8	23 8	33 —	33 —	17 —	17 —	13 —	13 —	Pilibit.
		17 8	18 14	18 2	18 13	30 —	31 4	15 —	15 —	10 8	10 10	Bareilly.
		18 —	18 8	19 —	19 —	29 8	31 12	15 —	15 —	11 —	11 —	Moradabad.
				18 4	20 4	24 12	27 9	14 10	15 12	11 —	11 2	Bijnor.
				19 12	19 12	23 12	26 10	14 4	14 13	11 4	12 4	Muzaffarnagar.
25 14	25 14	25 14	25 14	20 1	20 8	30 1	30 1	15 3	15 1	11 4	11 4	Saharanpur.
28 —	28 —			20 —	19 8	30 —	30 —	13 —	14 —	10 8	10 8	Dehra-Dun.
				14 8	14 8			8 —	8 —	8 —	8 8	Hills—
18 —	18 —			13 —	12 —			11 3	10 8	9 8	8 8	Naini Tal.
				5 —	8 —			6 —	6 —	6 —	6 —	Almora.
												Garhwal.
												Oudh—
				19 —	22 —			25 8	28 —	10 12	10 12	Southern—
				20 8	24 4	24 —	25 —	27 —	20 —	11 —	10 8	Parbhargarh.
25 —	25 —	25 —	25 —	18 —	18 —	25 —	25 —	16 —	16 —	11 —	11 —	Sultanpur.
		24 —	24 —	20 8	21 —	27 —	27 —	17 —	18 —	11 —	11 —	Rae-Bareilly.
				19 —	19 —	28 —	28 —	17 8	17 8	11 —	11 —	Unao.
				23 —	23 —			16 —	18 —	10 8	10 8	Lucknow.
												Hardoi.
		22 —	22 —	24 —	21 —	27 8	28 —	18 —	18 —	11 —	11 —	Northern—
				18 —	19 —	26 8	24 —	18 —	17 8	11 —	11 —	Fyzabad.
25 —	25 —	18 —	18 —	20 8	24 8	30 8	30 8	18 4	18 8	10 —	10 8	Barabanki.
		18 —	18 —	25 —	26 —	30 —	31 —	20 —	20 —	10 8	10 8	Gonda.
4 —	45 —	18 —	18 —	23 —	21 —	28 —	28 —	17 —	16 8	11 —	11 —	Bahraich.
				23 —	21 —	32 —	30 —	16 —	16 —	11 —	11 —	Sitapur.
												Kheri.
												Rajasthan—
				20 5	20 5	39 1	39 1	13 10	15 10	19 2	19 2	Eastern—
				25 —	22 8	32 12	32 8	11 31	11 8	10 8	10 8	Parbhargarh.
		13 4	13 4	14 12	13 3	28 14	28 3	11 31	11 8	10 8	10 8	Banswara.
		15 —	15 —	24 —	20 —	36 —	34 —			10 8	10 8	Mewar (Udaipur).
				15 —	16 —	32 —	32 —			12 —	12 —	Hilly Tracts of Mewar (Dungarpur).
				16 12	16 12	23 —	23 —			12 4	12 4	Sirohi.
				15 51	17 13	23 —	23 —			12 8	12 8	Brihann.
		9 8	10 8	16 12	16 12	23 —	23 —	10 98	10 84	11 —	11 —	Ajmer.
				16 7	16 10	20 6	20 94	11 1	11 —	11 —	11 —	Abu.
				18 —	18 8	19 10	20 —	11 1	11 —	11 8	11 8	Kishanganj.
				19 6	20 8	27 13	24 —	10 —	10 —	10 4	10 4	Bundi.
				25 6	26 8	31 —	30 —	10 —	10 —	10 —	10 —	Kotah.
		26 61	26 6	28 14	28 8	44 7	46 94	10 12	13 12	10 1	10 1	Jhalawar.
				13 11	18 8	23 12	22 4			10 —	10 4	Tonk.
		25 —	25 —	15 8	17 —	19 8	20 —	20 —	20 —	12 —	12 —	Jaipur.
		23 12	24 0	23 12	24 0			22 8	23 8	11 4	11 8	Karauli.
		21 6	22 8	23 12	23 12			16 1	16 14	11 84	11 84	Dholpur.
		26 13	26 13	23 3	23 8	27 —	27 —	13 11	13 11	11 12	11 12	Bharatpur.
		14 —	14 —	20 4	21 8	23 6	24 9	26 3	27 —	12 8	12 8	Alwar.
				17 8	18 8			13 8	13 8	13 —	13 —	Deoli Cantonment.
				0 12	9 —					13 —	13 —	Nagarabad Cantonment.
				16 8	16 8	21 8	21 8	8 —	8 —	12 —	12 —	Bilmer.
				24 —	24 —	22 —	22 8			11 18	11 6	Anand.
												Shahpura.
				15 12	15 14	19 —	19 8	11 4	10 13	13 11	13 11	Western—
				18 —	18 —					21 —	21 —	Jodhpur.
				16 —	16 8			10 —	10 —	12 —	12 8	Jaisalmer.
												Bikaner.
				17 8	18 —	10 —	10 —	11 15	12 8	11 —	11 —	Central India—
				18 —	18 —			11 12	11 4	12 —	12 —	Indore.
		4 4	4 4	17 12	19 2	24 15	26 9	10 5	11 15	8 8	9 —	Nimach Cantonment.
												Gwalior.
				23 —	23 —	27 —	28 —	11 —	11 —	12 8	12 8	Punjab—
		16 —	16 —	23 —	24 —	27 —	28 —	11 —	11 —	12 8	12 8	Southern—
												Amritsar.
		25 —	25 —	21 —	22 —	29 —	29 —	12 —	12 —	12 14	12 14	Central—
		22 —	22 —	20 —	21 —	24 —	25 —	11 —	11 —	13 8	13 8	Lahore.
		10 —	10 —	20 —	21 —	24 —	25 —	11 —	11 —	13 8	13 8	Gujranwala.
				21 —	21 —	25 —	26 —	13 —	10 —	13 8	13 8	Gujrat.
												Jhelum.

\* Not sold.

† Not produced.

‡ Not procurable.

Unkilled.

§ Not used.



## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

Locality.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHINA (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum spicatum).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Panjab—continued.</b>												
<b>South-eastern—</b>												
Gurgaon . . . . .	16 —	17 —	24 —	24 —	—	—	10 —	10 —	22 —	22 —	20 —	21 —
Delhi . . . . .	16 —	17 —	25 —	25 —	—	—	12 —	12 —	23 —	24 —	21 —	21 —
Rohtak . . . . .	16 —	17 —	23 —	25 —	—	—	13 —	13 —	21 —	23 —	20 —	20 —
Karnal . . . . .	17 —	18 —	28 —	28 —	—	—	10 —	10 —	25 —	26 —	20 —	21 —
<b>Submontane—</b>												
Ambala . . . . .	20 —	20 —	25 —	25 —	—	—	12 —	12 —	22 —	23 —	23 —	24 —
Ludhiana . . . . .	20 —	19 —	27 —	27 —	—	—	10 —	11 —	24 —	25 —	21 —	21 —
Jalandhar . . . . .	21 —	21 —	27 —	29 —	—	—	10 —	10 —	24 —	26 —	20 —	21 —
Hoshiarpur . . . . .	21 —	21 —	27 —	27 —	—	—	12 —	12 —	23 —	25 —	13 —	17 —
Gudgaon . . . . .	22 —	20 —	30 —	30 —	—	—	12 —	12 —	24 —	24 —	—	—
Amritsar . . . . .	18 —	19 —	32 —	31 —	—	—	11 —	11 —	22 —	23 —	21 —	20 —
Sialkot . . . . .	17 —	18 —	31 —	33 —	—	—	14 —	14 —	27 —	28 —	22 —	24 —
<b>Hills—</b>												
Simla . . . . .	16 —	16 —	21 —	22 —	—	—	10 —	9 —	24 —	24 —	16 —	16 —
Kaogra . . . . .	20 —	20 —	28 —	28 —	—	—	15 —	15 —	†	†	†	†
<b>Northern—</b>												
Rawalpindi . . . . .	16 —	17 —	26 —	26 —	—	—	10 —	10 —	20 —	24 —	21 —	21 —
Hazra . . . . .	18 —	18 —	29 —	29 —	—	—	11 —	11 —	22 —	23 —	20 —	18 —
Peshawar . . . . .	15 —	15 —	29 —	29 —	—	—	10 —	10 —	22 —	23 —	20 —	20 —
Rawat . . . . .	20 —	16 —	24 —	24 —	—	—	13 —	13 —	†	†	21 —	22 —
Bannu . . . . .	21 —	20 —	33 —	33 —	—	—	14 —	14 —	41 —	41 —	24 —	25 —
<b>Western—</b>												
Shahpur . . . . .	17 —	16 —	25 —	26 —	—	—	10 —	10 —	22 —	23 —	20 —	20 —
Jhang . . . . .	18 —	19 —	27 —	27 —	—	—	12 —	12 —	24 —	25 —	21 —	21 —
Multan . . . . .	16 —	16 —	26 —	26 —	—	—	10 —	10 —	22 —	23 —	20 —	20 —
Montgomery . . . . .	17 —	19 —	26 —	26 —	—	—	12 —	12 —	25 —	25 —	21 —	21 —
Dera Ismael Khan . . . . .	18 —	18 —	23 —	24 —	—	—	9 —	8 —	25 —	24 —	23 —	24 —
Muzaffargarh . . . . .	16 —	18 —	23 —	23 —	—	—	15 —	15 —	26 —	27 —	22 —	22 —
Dera Ghazi Khan . . . . .	15 —	15 —	21 —	20 —	—	—	14 —	14 —	22 —	23 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	13 —	13 —	—	—	9 —	9 —	10 —	10 —	20 —	20 —	17 8	17 8
Hyderabad . . . . .	13 —	13 —	—	—	8 —	8 —	11 —	11 —	20 —	20 —	16 —	16 —
Tar and Parkar (Ummahat) . . . . .	12 8	12 —	—	—	15 —	15 —	19 —	19 —	—	—	16 —	16 —
Sukkur . . . . .	15 —	15 —	—	—	8 —	8 —	9 —	9 —	26 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	—	—	10 —	10 —	11 —	11 —	28 8	28 —	24 8	24 —
Quetta . . . . .	14 —	13 12	16 14	17 —	4 —	4 —	7 —	7 —	22 —	22 —	16 —	16 —
Bombay—	15 —	14 12	—	—	—	—	—	—	—	—	—	—
<b>Konkan—</b>												
Karwar . . . . .	9 4	9 4	—	—	9 2	8 2	12 2	11 2	14 4	13 5	13 2	13 2
Ratnagiri . . . . .	8 12	8 12	—	—	13 1	13 1	13 9	13 9	15 10	15 10	15 14	15 14
Aling . . . . .	—	9 4	—	—	—	—	—	—	—	—	—	—
Bombay . . . . .	8 7	8 7	—	—	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	—	—	12 —	12 —	13 15	12 15	—	—	16 3	16 3
<b>Deccan—</b>												
Dharwar . . . . .	14 11	15 3	—	—	15 5	13 5	17 3	17 3	24 9	24 9	24 6	24 5
Belgaum . . . . .	13 11	13 3	—	—	13 7	13 7	13 10	13 10	21 13	21 13	20 6	20 7
Satara . . . . .	14 8	14 2	—	—	10 5	10 5	11 10	11 10	20 13	20 13	20 7	19 15
Sholapur . . . . .	13 13	13 15	—	—	11 8	11 8	12 11	12 11	20 5	20 5	20 2	20 2
Bijapur . . . . .	15 1	15 1	—	—	7 5	7 5	11 14	12 5	20 12	20 12	20 3	20 3
Poona . . . . .	10 7	10 7	—	—	9 11	10 15	10 14	12 —	23 8	23 8	18 6	18 6
<b>Maharashtra—</b>												
Almadasgar . . . . .	13 —	13 —	—	—	10 5	10 5	13 9	15 2	22 —	22 —	21 15	21 15
Nasik . . . . .	12 15	12 15	—	—	8 2	8 2	9 6	9 6	—	—	16 15	16 15
Ulhas . . . . .	12 4	12 4	—	—	7 7	7 7	9 7	9 7	27 10	27 10	26 1	26 1
<b>Gujarat—</b>												
Surat . . . . .	11 9	11 9	—	—	7 6	7 6	8 13	8 13	20 13	20 13	18 1	18 9
Broach . . . . .	12 8	12 8	—	—	8 —	8 —	10 6	10 —	20 8	20 8	16 8	16 8
Kaira . . . . .	14 —	14 —	—	—	8 —	8 —	12 —	12 —	20 —	20 —	16 —	16 —
Baroda Cantonment . . . . .	14 8	14 8	—	—	7 —	7 —	9 —	9 —	18 —	17 —	16 —	16 —
Ahmedabad . . . . .	12 —	12 —	—	—	6 8	6 8	12 —	11 8	19 6	19 6	16 8	17 —
Gedhwa . . . . .	10 —	10 —	—	—	8 —	8 —	10 8	10 8	—	—	17 —	17 —
Dism Cantonment . . . . .	13 8	13 —	—	—	7 —	7 —	9 —	9 8	23 8	23 8	20 —	20 —
<b>Kathiawar—</b>												
Rajkot . . . . .	16 —	16 —	—	—	6 10	6 10	10 —	10 —	18 8	18 8	13 6	16 3
<b>Central Provinces—</b>												
<b>Western—</b>												
Nimar . . . . .	10 13	13 11	—	—	6 12	6 12	12 8	12 8	26 9	27 9	—	—
Khandwa . . . . .	12 —	12 —	—	—	10 8	10 8	14 —	14 —	30 —	30 —	21 —	21 —
Hoshangabad . . . . .	13 8	12 8	—	—	9 —	11 1	12 11	13 13	28 11	28 11	—	—
Betul . . . . .	14 6	14 6	—	—	12 —	14 6	14 6	14 6	24 —	24 —	—	—
Chhindwara . . . . .	15 —	15 —	—	—	10 —	10 —	13 —	13 —	23 —	23 —	—	—
Nagpur . . . . .	13 2	13 12	—	—	11 4	11 4	13 12	13 —	21 14	21 14	—	—
Wardha . . . . .	13 5	13 5	—	—	7 —	7 —	10 7	10 7	20 11	20 11	—	—

\* Not sold.

† Not produced.

‡ Not procurable.







## RETAIL PRICES FOR THE 1st HALF OF FEBRUARY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHILUM (Sorghum unigera).		BAJRA OR CUNNU (Pennisetum apiculata).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur	13 13	13 13	...	...	11 4	11 4	10 13	12 13	21 5	21 5	...	...
Saugor	13 12	13 12	...	...	13 6	13 6	14 2	14 2	20 —	20 —	...	...
Damoh	13 5	12 15	...	...	12 5	12 5	14 1	14 1	21 3	21 3	...	...
Jubbulpore	13 8	14 12	...	...	12 12	13 —	17 8	17 8	23 —	24 —	...	...
Mandla	12 —	17 —	...	...	14 —	14 —	20 —	19 —	...	...	...	...
Soni	18 —	18 —	...	...	9 8	9 —	14 15	10 —	28 —	28 —	...	...
Bilaspur	12 —	12 —	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Bhandara	15 —	13 —	...	...	...	...	16 4	16 4	...	...	...	...
Chhind	13 3	12 0	...	...	...	...	16 8	16 14	28 8	28 —	...	...
<i>Eastern—</i>												
Bilaspur	18 4	18 4	...	...	12 13	16 —	21 5	18 4	...	...	...	...
Raipur	16 —	16 —	...	...	11 —	13 —	17 8	18 —	...	...	...	...
Sambalpur	15 8	15 —	...	...	12 —	11 —	19 —	19 —	...	...	...	...
<b>Punjab—</b>												
Buldana	11 4	11 —	...	...	7 —	7 —	9 —	9 —	35 —	35 8	24 8	...
Basir	12 —	12 8	...	...	7 —	6 13	11 8	11 —	33 —	33 —	...	...
Akola	14 4	11 4	...	...	6 8	6 —	7 8	7 8	33 —	32 —	...	...
Ellichpur	11 —	10 —	...	...	6 8	6 8	8 8	8 8	27 —	20 —	20 —	16 —
Amravati	12 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	24 —	23 —
Wan	13 —	12 —	...	...	7 —	7 —	8 —	8 —	32 —	32 —	25 —	20 —
<b>Nizam's Territories—</b>												
Secunderabad	9 14	10 1	...	...	5 7	5 10	7 23	7 2	17 8	10 3	17 8	19 13
Bolaram	9 8	10 —	...	...	5 10	5 13	11 —	11 1	39 13	18 19	...	...
Chudarghat	9 —	8 12	...	...	6 4	6 4	10 —	10 —	20 —	20 12	21 8	22 8
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar	...	...	...	...	...	...	12 8	13 11	...	...	...	...
S. Canara	...	...	...	...	...	...	13 12	13 11	...	...	...	...
<i>South, central—</i>												
Coimbatore	...	...	...	...	...	...	12 3	10 24	18 3	17 10	21 2	21 2
Nilgiris	...	...	...	...	...	...	8 13	8 —	...	...	...	...
Salem	...	...	...	...	...	...	12 3	11 5	20 —	19 2	18 —	12 3
<i>Central—</i>												
Bellary	...	...	...	...	...	...	13 —	11 14	27 12	25 11	...	...
Anantapur	...	...	...	...	...	...	13 8	13 —	26 5	26 13	...	...
Chittoor	...	...	...	...	...	...	16 3	14 13	23 11	23 11	21 —	21 —
Karnul	...	...	...	...	...	...	12 10	10 51	22 14	22 14	...	...
<i>East Coast, north—</i>												
Ganjam	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vasagapatam	...	...	...	...	...	...	13 —	11 14	...	...	24 13	22 13
Godavari	...	...	...	...	...	...	13 5	13 5	23 —	23 —	...	...
<i>East Coast, central—</i>												
Kutna	...	...	...	...	...	...	15 6	15 6	20 8	20 8	...	...
Nellore	...	...	...	...	...	...	17 —	15 8	18 8	16 8	16 —	15 8
<i>East Coast, south—</i>												
Madras	...	...	...	...	...	...	10 14	10 14	13 —	13 —	...	...
Chingleput	...	...	...	...	...	...	14 5	12 —	...	...	...	...
S. Arcot	...	...	...	...	...	...	17 —	16 —	19 2	20 2	17 8	17 —
S. Arcot	...	...	...	...	...	...	14 14	15 18	...	...	21 10	21 10
Tanjore	...	...	...	...	...	...	14 10	10 11	...	...	26 3	26 3
Tuticorin	...	...	...	...	...	...	13 14	12 8	17 8	15 6	21 10	20 14
<i>Southern—</i>												
Tinnevely	...	...	...	...	...	...	12 6	12 6	17 8	17 8	21 11	21 11
Madras	...	...	...	...	...	...	13 8	13 8	17 13	17 13	...	...
<b>Mysore—</b>												
Mysore	11 4	11 8	...	...	9 12	9 12	11 —	11 —	...	...	...	...
Bangalore	10 8	10 8	10 —	10 —	8 2	8 2	10 8	10 8	24 8	25 —	...	...
Kolar	8 —	8 —	6 —	6 —	8 —	8 —	10 8	10 8	...	...	...	...
Tumkur	10 8	10 8	...	...	9 8	9 8	11 —	11 —	...	...	...	...
Hassan	10 —	10 —	9 —	9 —	10 —	10 —	11 —	11 —	...	...	...	...
Kadur	9 —	9 —	10 —	10 —	11 —	11 —	12 —	12 —	...	...	...	...
Shimoga	12 10	12 10	13 10	13 10	12 —	12 —	14 —	14 —	25 —	25 —	...	...
Chitaldrug	12 —	12 —	12 —	12 —	12 —	12 —	15 —	15 —	26 —	26 —	20 —	20 —
<b>Coorg—</b>												
Coorg	8 8	7 —	8 —	8 —	11 —	11 —	14 —	14 —	...	...	...	...
<b>Aden</b>												
Aden	7 10	7 13	...	...	6 15	7 2	7 10	8 1	13 4	13 4	7 12	10 1

\* Not sold.



represent the number of sera (of 80 tolas) and chittacks sold for one rupee.)

MADRAS OR BANDI (Sesuvium portulacastrum).		KANONI OR KARUK, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, KADALAY OR BUNAGA (Cicer aristatum).		MAHES (Zea Mays).		ARMAH, OR TUMOR, GADIAN PEA (Cajanus indicus).		Salt.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
Central Provinces—month.												
Central—												
				17 6	17 6			14 8	16 —	9 2	9 2	Madras—
				19 —	19 —			13 —	13 —	10 11	10 11	Malabar Coast—
				20 —	20 —			12 12	12 12	9 2	9 2	Malabar.
				22 —	22 —			15 —	15 —	9 12	9 12	S. Canara.
				30 —	30 —			16 —	16 —	9 8	9 8	South, central—
				32 —	32 —			14 —	13 —	9 8	9 8	Coimbatore.
				18 —	18 —			13 —	14 —	9 —	9 —	Nigeria.
				22 —	22 —			16 —	15 4	9 8	9 8	Salon.
				16 13	16 13			14 2	14 2	9 —	9 —	Central—
												Bellary.
				21 3	21 3			18 4	18 4	9 2	9 2	Agartapur.
				21 —	24 —			16 —	16 —	9 —	9 —	Cuddapah.
				19 —	18 —			15 —	15 —	20 8	10 —	Karnul.
												East Coast, north—
				18 —	18 —			13 —	13 —	10 8	10 8	Ganjam.
				19 —	20 —			14 —	14 8	9 —	9 —	Vinayapatnam.
				17 8	17 8			13 —	13 —	12 —	12 —	Godavari.
				17 —	13 8			22 —	18 8	10 —	10 —	East Coast, central—
				17 —	16 —			16 —	15 —	11 —	11 —	Kistna.
				16 —	16 —			26 —	20 —	9 8	9 8	Nellore.
												East Coast, south—
				14 6	17 6			9 14	10 9	9 21	9 21	Madras.
				16 5	17 1			13 12	14 8	8 12	8 12	Chinglapet.
				16 12	18 12					8 12	8 12	N. Arcot.
												S. Arcot.
												Tanjore.
												Trichinopoly.
												Southern—
												Tinnevely.
												Madras.
Mysore—												
				9 12	9 12			9 —	7 8	10 4	10 4	Mysore.
				10 8	12 5			8 8	8 8	10 8	10 8	Bangalore.
				12 —	9 —			8 —	8 —	10 —	10 —	Kolar.
				10 —	8 —			9 —	9 —	9 —	9 —	Tumkur.
				14 —	13 —			9 —	8 8	10 —	10 —	Hassan.
				13 —	12 —			11 —	11 —	10 —	10 —	Kadur.
				14 11	13 10			11 9	11 —	11 —	11 —	Shimoga.
				10 —	14 —			12 —	10 —	9 —	9 —	Chitaldrug.
Coorg—												
				23 —	23 8			9 —	7 8	10 8	11 —	Coorg.
				11 6	11 3			10 4	8 15	32 —	32 —	Aden.

\* Not sold.

J. A. ROBERTSON,

Offg. Director-General of Statistics.

H. H. RISLEY,

Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

March 17, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 4TH MARCH, 1898, AND FROM 1ST JANUARY TO 4TH MARCH, 1899.**

N.B.—As regards the figures in columns *Total Earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 5TH MARCH, 1898.				WEEK ENDING 4TH MARCH, 1899.				Earnings from 1st January to 5th March, 1898.	Earnings from 1st January to 4th March, 1899.	Increase.	
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies													
Standard gauge—													
East Indian	504	1,740	12,29,167	706	1,745	12,83,000	736	1,12,24,359	1,12,50,000	23,641	...		
Bengal Central	183	175	20,836	167	125	21,400	171	1,02,390	1,02,000	3,600	...		
Bengal-Nagpur	181	862	1,77,904	206	1,180	1,93,000	163	13,69,814	16,45,000	2,75,186	...		
Indian Midland (including Bhopal-Itanagar)	171	754	1,40,250	187	868	1,24,000	143	12,17,736	12,60,000	42,264	...		
Rayachoti Extn. (East Coast State)	191	21	5,159	246	21	3,100	148	35,188	23,400	11,788	...		
Madras-Tanjore sec. (Heavyside-brid.)	119	9	1,333	170	9	1,800	200	7,656	10,200	2,544	...		
Metro gauge—													
Kajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	4,47,070	246	1,815	4,75,000	262	38,28,614	44,81,000	6,52,386	...		
Patanpur-Doom	44	17	713	42	17	500	20	4,633	5,800	1,167	...		
South India	101	1,042	1,49,879	144	1,023	1,47,000	144	12,60,788	12,90,000	29,212	...		
Majavaram-Mutpet	88	34	4,131	77	34	3,900	72	37,485	34,300	3,185	...		
Southern Mahratta (incldg. G.-M.-Fron. sec.)	103	1,165	1,23,407	106	1,165	1,09,000	94	9,06,761	8,99,000	7,761	...		
Myawade section (Southern Mahratta)	107	295	33,283	112	306	20,800	70	2,96,003	1,60,000	1,36,003	...		
Bombay and North-Western system	162	837	1,37,188	106	998	1,50,000	162	12,87,244	12,00,000	87,244	...		
Lucknow-Bareilly	106	231	22,490	97	231	24,800	107	1,07,416	2,07,000	99,584	...		
Aomni-Bongal.	90	286	22,381	76	414	30,700	74	2,26,323	2,85,000	58,677	...		
Burma	223	936	2,29,795	246	936	2,21,000	236	20,59,625	18,60,000	1,99,625	...		
TOTAL	266	10,178	27,45,103	270	10,233	28,11,000	259	2,42,48,503	2,49,33,700	6,85,197	...		
State lines worked by the State.													
Standard gauge—													
North-Western (a)	287	2,886	2,86,639	307	2,886	6,75,000	234	69,06,891	60,21,000	8,85,891	...		
Udipi and Kolikkhand (incldg. the m. g. line)	217	875	1,85,720	212	1,013	2,01,000	198	16,81,448	13,37,000	3,44,448	...		
Bombay Bengal (incldg. metre & 2' 6")	219	818	2,91,995	337	825	2,60,000	215	27,41,775	22,02,000	5,39,775	...		
East Coast (b)	116	336	59,239	111	790	81,100	102	5,47,990	6,07,000	59,200	...		
Special gauges—													
Jorhat	66	28	9,624	120	28	1,600	57	20,305	16,000	4,305	...		
Cherra-Companyganj	20	...	...	...	...	...	...	...	...	...	...		
TOTAL	261	5,143	14,27,318	278	5,550	12,19,400	219	1,18,98,450	1,06,88,800	12,09,650	...		
Lines worked by guaranteed com.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	8,31,081	582	1,491	8,86,000	594	65,18,980	81,34,000	16,15,020	...		
Bombay, Baroda and Central India	735	461	2,24,864	618	461	3,39,000	735	23,05,436	28,58,000	5,52,564	...		
Madras	258	840	2,15,668	257	840	1,80,000	214	19,05,005	15,77,000	3,28,005	...		
TOTAL	420	2,792	10,71,613	477	2,792	12,05,000	503	1,07,29,421	1,25,69,000	18,39,579	...		
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	15,113	55,03,934	304	15,181	54,35,400	283	4,68,76,395	4,85,91,500	17,15,105	...		
Standard gauge—													
Delhi-Lahore-Kaithi	317	262	29,994	183	161	25,700	159	3,63,934	2,18,000	1,45,934	...		
Lahore-Kaithi	320	22	6,748	307	22	7,000	218	67,000	55,400	11,600	...		
Southern Punjab (Delhi-Samudra)	75	400	15,625	39	400	21,000	52	1,59,235	2,11,000	51,765	...		
Tapt Valley	...	...	...	...	...	1,400	39	...	12,000	12,000	...		
Metro gauge—													
Almora-Jamunpur-Jagannath-	...	...	...	...	...	1,600	48	...	10,300	10,300	...		
Garhwal	137	66	9,547	145	66	10,900	105	30,768	60,400	29,632	...		
Bombay and Kanam (L.P. sec.)	106	36	3,543	98	36	1,900	53	33,957	28,500	5,457	...		
Diluv-badaya	200	78	10,456	211	78	18,300	235	1,39,076	1,47,000	7,924	...		
Almora-Badaya	39	35	2,190	40	35	2,800	51	21,387	28,100	6,713	...		
Special gauges—													
Darjeeling-Himalayas	266	51	13,478	264	51	14,000	275	93,696	92,000	1,696	...		
Batal	150	21	3,988	190	21	4,800	249	30,849	35,500	4,651	...		
TOTAL	135	891	1,01,568	114	260	1,04,400	114	9,58,963	8,93,100	65,863	...		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gwalior	31	74	2,028	27	74	7,200	97	18,832	51,700	32,868	...		
Bhopal-Jabalpur	96	114	9,570	84	114	12,900	113	77,628	98,800	21,172	...		
Nagda-Ujjain	86	35	3,483	100	24	2,100	63	21,393	17,700	3,693	...		
The Nizam's guaranteed state	235	334	79,377	238	334	76,800	230	6,84,434	6,84,000	44,434	...		
The Cuckwar's Pothal	70	13	481	37	13	900	60	7,700	7,700	...	...		
Rajmunda-Bhandra	140	108	12,442	115	108	10,100	94	1,31,880	93,800	38,080	...		
Kolar-Goldfields	408	10	3,204	530	10	3,100	310	35,734	88,900	53,166	...		
Metro gauge—													
Yavatpur-Mysore Frontier section (incldg. M.-Nanjangod)	71	66	4,325	64	60	2,400	36	49,249	30,800	18,449	...		
The Cuckwar's Nemana	24	23	6,039	71	23	6,100	66	55,366	57,100	1,734	...		
Kolhapur	35	29	3,786	62	29	2,600	90	12,620	19,900	7,280	...		
Special gauges—													
The Cuckwar's Dabhol	58	79	4,950	65	79	4,800	61	30,396	34,700	4,304	...		
Kajipala	12	19	261	14	24	800	33	1,141	5,600	4,459	...		
Couch Behar	65	22	1,332	61	25	2,200	48	18,514	11,000	7,514	...		
TOTAL	133	990	1,31,802	139	1,003	1,21,000	131	11,26,886	11,30,700	3,814	...		
Lines owned and worked by native states.													
Metro gauge—													
Bhadravag-Gondal-Junagadh-Por-	126	334	31,833	85	334	30,600	181	1,84,498	3,50,000	65,502	...		
bandar	60	46	3,143	98	46	4,200	92	30,044	33,000	2,956	...		
Jodhpur-Rajkot	38	54	1,607	30	34	2,300	46	14,132	15,600	1,468	...		
Junagadh	...	...	...	...	...	1,700	81	...	12,300	14,100	...		
Jodhpur-Bikaner	66	264	24,710	68	407	31,400	77	2,10,844	3,38,000	1,27,156	...		
Junagadh-Bikaner	42	60	3,394	40	60	3,000	50	18,230	25,900	7,670	...		
Metro gauge—													
Motri	82	94	5,092	54	94	9,300	99	53,962	67,700	13,738	...		
TOTAL	86	954	68,706	72	1,010	1,02,700	201	6,10,710	8,40,500	2,29,790	...		
GRAND TOTAL	273	20,954	58,06,100	277	22,183	57,78,500	261	4,95,73,936	5,10,61,800	14,87,864	...		

(a) Includes Jamnagar and Kutch and Hyderabad (Shamshir) ry.

(b) Includes Bezwada-Nagda ry.

(c) Closed for traffic.

W. J. McELHINNY, Capt., R.E.

Off. Under Secy. to the Govt. of India

CUTTACK, the 17th March, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total Earnings from 1st April, 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 5TH MARCH, 1898.				WEEK ENDING 4TH MARCH, 1899.				Earnings from 1st April, 1897, to 5th March, 1898.	Earnings from 1st April, 1898, to 4th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile.		Total.	Per mile.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	12,27,167	706	1,743	12,85,000	739	3,45,26,733	5,51,23,000	5,06,247	...	...	
Bengal Central	183	125	20,836	167	125	21,400	171	11,01,916	9,49,000	...	1,78,916	...	
Bengal-Nagpur	139	261	1,77,904	206	1,186	1,93,000	163	56,33,087	65,37,000	2,01,913	...	...	
Indian Midland (including Bhopal-Nagda)	135	252	1,40,256	127	868	1,24,000	143	36,90,464	58,02,000	1,11,536	...	...	
Bombay extn. (East Coast State)	155	21	5,159	246	21	3,700	148	1,53,693	1,36,000	...	14,693	...	
Madras-Tinnur sec. (Bombay-Mad.)	135	9	1,533	170	9	1,800	200	53,334	40,700	...	12,634	...	
Metre gauge—													
Rajputana-Malwa (inclg. G.R.-Nagda)	210	1,813	4,47,879	246	1,813	4,75,000	262	1,82,42,893	2,13,20,000	30,70,105	...	...	
Bikaner-Desai	44	17	715	42	17	500	29	37,100	34,500	...	...	...	
South Indian	106	1,042	1,49,870	144	1,023	1,47,000	144	23,68,356	77,43,000	...	6,23,356	...	
Mayavaram-Mutpet	92	54	4,131	77	54	3,900	72	2,41,824	2,24,000	...	17,844	...	
Southern Mahratta (inclg. G.M. From sec.)	113	1,165	1,23,407	106	1,165	1,08,000	94	64,19,156	50,04,000	...	14,15,156	...	
Mysore section (Southern Mahratta)	113	206	33,383	112	206	29,800	70	17,83,008	11,64,000	...	6,24,008	...	
Bengal and North-Western system	147	827	1,37,188	186	928	1,50,000	162	57,51,850	56,21,000	2,09,150	...	...	
Lucknow-Bareilly	84	231	27,490	97	231	24,800	107	8,09,470	9,55,000	1,45,530	...	...	
Azamgarh-Bagal	73	206	32,281	78	214	50,700	74	9,38,984	12,52,000	3,20,016	...	...	
Burma.	189	936	2,29,798	246	936	2,21,000	236	78,35,784	79,27,000	91,216	...	...	
TOTAL	243	10,178	27,45,103	270	10,833	28,11,000	259	11,70,07,304	12,01,44,200	26,41,506	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	2,86,530	302	2,886	6,75,000	234	3,24,50,585	3,36,97,000	12,46,415	...	...	
Oudh and Rohilkhand (inclg. the m.g. link)	195	875	1,85,720	212	1,013	2,01,000	198	81,31,980	92,09,000	11,67,014	...	...	
Eastern Bengal (inclg. metre & g.v.)	102	818	2,91,006	357	825	2,60,000	315	1,43,68,175	1,32,04,000	...	11,64,175	...	
East Coast (b)	106	536	39,239	111	796	81,100	102	26,95,333	25,47,000	...	1,48,333	...	
Special gauge—													
Ughat	60	28	3,624	120	28	1,600	57	91,771	87,700	...	4,071	...	
Coona-Companyganj	44	...	(c)	...	...	...	36	(d) 4,357	(e) 6,300	4,843	...	...	
TOTAL	533	5,143	14,47,218	578	5,386	12,19,400	519	5,77,42,107	5,88,40,800	10,98,693	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	8,31,681	557	1,491	8,86,000	594	2,07,07,749	3,30,35,000	69,27,251	...	...	
Bombay, Baroda and Central Ind.	586	461	2,84,364	618	461	3,39,000	735	1,29,89,323	1,51,11,000	21,21,677	...	...	
Madras	301	840	2,15,668	257	810	1,80,000	214	1,05,81,027	90,19,000	...	15,62,027	...	
TOTAL	301	2,792	11,31,613	472	2,792	14,05,000	594	3,02,78,079	5,81,65,000	80,86,901	...	...	
TOTAL (GUARANTEED AND STATE)	263	18,113	55,03,834	304	19,181	54,35,400	283	22,50,22,540	23,74,50,000	1,16,27,400	...	...	
Associated companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	162	29,094	185	162	25,700	150	16,05,874	13,25,000	...	2,81,874	...	
Tarapur	278	22	6,748	307	22	7,000	318	2,92,331	2,75,000	...	17,331	...	
Southern Punjab (Delhi-Sambhara)	42	400	15,625	39	400	21,000	52	12,62,226	13,62,000	71,06,124	...	...	
Shahi Valley	...	...	...	...	...	1,400	39	...	(f) 15,500	15,500	...	...	
Metre gauge—													
Almora-Bijnor-Jamulpur-Jaganmuth-ganj	...	...	...	...	33	1,600	48	...	(h) 18,400	18,400	...	...	
Rohilkhand and Kumaon (C.L. sec.)	101	66	9,547	145	66	10,900	165	3,25,615	6,11,000	35,385	...	...	
Bengal Douars	149	36	3,533	38	36	1,900	53	2,06,007	2,42,000	...	24,007	...	
Almorah-Baniga	198	78	16,456	211	78	18,300	235	7,20,843	7,43,000	12,157	...	...	
Rohilkhand-Panauti	45	35	2,199	40	35	2,800	51	(i) 90,458	1,48,000	57,545	...	...	
Special gauge—													
Darjeeling-Himalayan	274	51	13,478	264	51	14,000	275	6,82,248	6,86,000	3,253	...	...	
Bani	125	21	3,688	120	21	4,300	129	1,27,577	1,18,000	...	9,577	...	
TOTAL	147	891	1,01,368	114	960	1,09,400	114	44,35,483	53,79,900	9,44,417	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bihar-Ghousa	26	74	2,028	27	74	7,300	97	90,440	1,52,000	...	61,560	...	
Bhopal-Ujjain	61	114	9,570	84	114	12,900	113	3,30,847	4,05,000	...	74,153	...	
Nagda-Ujjain	60	35	3,182	100	34	2,100	62	93,777	1,13,000	...	19,223	...	
The Nizam's guaranteed state	211	334	79,377	238	334	26,800	220	33,74,834	36,28,000	2,53,166	...	...	
The Gaekwar's Pooled	84	13	481	37	13	900	89	55,808	52,400	...	3,408	...	
Kajpura-Bharunda	122	106	12,441	115	106	10,100	94	6,44,710	6,23,000	...	21,710	...	
Kolar-Maddur	402	10	5,204	520	10	1,100	310	4,90,597	1,81,000	...	3,09,597	...	
Metre gauge—													
Yeshwantpur-Almora Frontier section (inclg. M. Nannangudi)	84	66	4,235	64	66	2,400	36	2,75,273	1,76,000	...	99,273	...	
The Cochin State	71	93	6,039	71	93	6,100	60	3,17,578	3,25,000	...	7,422	...	
Kolhapur	57	29	1,786	62	29	2,600	90	80,924	80,300	...	624	...	
Special gauge—													
The Gaekwar's Dabhoi	51	70	4,060	63	79	4,800	61	1,91,434	2,00,000	8,566	...	...	
Kajpura	11	19	261	14	24	800	33	6,846	23,000	7,054	...	...	
Cochin Dabhoi	54	22	1,337	61	25	1,200	48	55,430	61,700	6,270	...	...	
TOTAL	120	996	1,31,802	122	1,003	1,31,000	131	57,15,098	60,99,100	2,84,002	...	...	
Lines owned and worked by native states.													
Metre gauge—													
Bihar-Ghousa-Gondal-Jamunad-Pur-Bijnor	97	334	31,895	93	334	30,600	151	15,63,219	16,38,000	75,781	...	...	
Jodhpur-Kajpura	82	46	3,143	68	46	4,200	91	1,84,108	1,09,000	...	13,108	...	
Jamunad	35	54	1,607	30	54	2,500	40	(j) 68,608	1,00,000	1,391	...	...	
Uthangadra	...	...	...	...	31	1,700	81	...	(k) 5,700	25,700	...	...	
Jalgaon-Bharuch	62	364	24,710	68	497	31,400	27	10,83,346	12,94,000	4,00,654	...	...	
Cochin-Maddur	38	60	2,394	40	60	3,000	30	1,10,935	1,42,000	31,065	...	...	
Special gauge—													
Muni	83	94	5,087	54	94	9,300	99	3,87,034	3,72,000	...	15,034	...	
TOTAL	75	932	65,796	72	1,016	1,02,700	101	34,26,250	35,50,700	1,24,450	...	...	
GRAND TOTAL	243	10,955	58,01,100	277	22,100	57,75,500	260	23,92,10,271	25,20,00,000	1,24,71,400	...	...	

(a) Includes Jamnagar and Kutch and the section Bhamburda-Pur.

(b) Includes Laxmipat-Madras.

(c) Used for freight.

(d) From 1st April to 1st June, 1897.

(e) From 1st to 5th April and from 1st to 31st December, 1898, to 5th March, 1899.

(f) From 1st November, 1897, to 31st March, 1898.

(g) From 1st December, 1894, to 4th March, 1895.

(h) From 1st October, 1895, to 1st March, 1896.

(i) From 1st May, 1897, to 5th March, 1898.

(j) From 1st April, 1897, to 5th March, 1898.

(k) From 1st June, 1898, to 4th March, 1899.

W. J. McLENNAN, Comr. R.E.,  
Chief Engineer, to the Govt. of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 15th March.*—No rain fell during the week. The water supply is generally sufficient. Some small sowings are proceeding. The standing crops are generally good. The harvest yield is almost normal. Fodder is sufficient. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—*For week ending 15th March.*—Rain fell in parts of Sind and one taluka of Dharwar and has proved beneficial to the late crops in Shikarpur and the Upper Sind Frontier. The standing crops have been damaged by high winds or drought in parts of Sind and by rats in parts of Bijapur. American cotton has been blighted in two talukas of Dharwar. The harvesting of the late crops is progressing in seventeen and preparations for next season are being made in eleven districts. Cotton picking continues in parts of Gujarat, Kathiawar and the Karnatik. Fodder is sufficient except in parts of Sind and Baroda. Prices have risen in three and fallen in six districts.

**Bengal.**—*For week ending 13th March.*—Rain fell during the week in the east and north of the Province. The spring crops are being gathered, and the outturn is good. The collection of opium continues, and a fair yield is expected everywhere except in Darbhanga, where it is reported to be meagre. Transplantation of spring rice is almost over. Ploughing for autumn rice and jute is in progress, and sowing has begun in parts of North Bengal. Sugarcane is still being pressed, and in some districts the planting of the new crop has begun. The fodder supply is sufficient except in parts of Midnapore. The price of common rice continues practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 15th March.*—Slight showers fell in parts during the week, otherwise clear and seasonable weather has prevailed. The standing crops are thriving and are being irrigated where necessary. The harvesting of the spring crops, the pressing of sugarcane and the extraction of opium continue. Planting of the new cane crop has commenced in parts. Prospects are favourable. Markets are well stocked. Fodder is sufficient. Prices have a rising tendency in a few districts, but are otherwise stationary or falling.

**Punjab.**—*For week ending 15th March.*—Good rain fell in Shahpur and Peshawar and slight falls are reported from parts of the Umballa, Ferozepore, Multan and Sialkot districts. More is badly wanted throughout the province. Ploughings for the autumn crops continue. The condition and prospects of the standing irrigated crops are generally reported to be average. The crops on unirrigated areas have failed for want of rain in Delhi and are below the average in other districts. The spring crops are being damaged by rats in parts of Umballa and by caterpillars in parts of Ferozepore. The condition of cattle is reported fair in all districts except Delhi. Fodder is scarce in Delhi, Umballa and Shahpur but sufficient elsewhere. Prices are rising in Ferozepore and Rawalpindi, falling in Hissar and Shahpur but are unchanged elsewhere. Wheat is selling from 15½ to 19½, gram 19 to 22, barley 28, bulrush millet 18 to 21, maize 25 to 32½, great millet 23 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 14th March.*—The weather is generally clear and the heat is increasing rapidly. The threshing of the autumn crops has almost been completed. The reaping of the spring crops is in full



swing in the north of the provinces and has nearly been completed in the south. The planting of sugarcane is in progress in Chanda and Bhandara. The preparation of land for monsoon sowings has commenced in Wardha. Fodder is scarce in Sambalpur and in the Warda tahsil of Chanda. The price of wheat and gram has fallen in seven and four districts respectively with the gathering of the harvest. The quotations for *juar* (*sorghum vulgare*) and rice are well below the normal almost everywhere. The cheapest prices are:—wheat 19½, gram 32, rice 22 and *juar* 28½ seers per rupee. The dearest prices are wheat 12, gram 16, rice 11 and *juar* 20 seers per rupee.

**Burma.**—*For week ending 11th March.*—In Upper Burma the cultivation of dry weather paddy is progressing favourably. Cotton is being picked in Thayetmyo and the harvesting of early peas and beans, wheat, maize, gram and other miscellaneous island or river side crops has begun in several districts. The standing crops are in good condition. The price of paddy shows a slight increase in Prome, Amherst and Myingyan and a small decrease in Thongwa, Bassein, Pokoko and Mandalay; elsewhere it is stationary.

**Assam.**—*For week ending 14th March.*—Rain fell in all districts and has facilitated the cultivation of garden crops. Linseed and tea have been slightly damaged by hail in south Sylhet. Ploughing for early and late broad cast rice in the Assam Valley districts and for low land winter rice in Sylhet continues. Gathering of mustard and pulses, hoeing of tea and pressing of sugarcane are in progress. The outturn of mustard is below the average. The prospects of sugarcane are generally good. Plucking of tea has commenced in the Nowgong district. Land is being prepared for jute in Goalpara. Fodder is scarce in the Naga Hills. Prices—common rice, Silchar, Dhubri, Gauhati, Tezpur and Nowgong 16, Sylhet 17, Sibsagar 12, and Dibrugarh 13½ seers per rupee.

**Mysore and Coorg.**—*For week ending 15th March.*—**MYSORE:** Prospects of crops are good. Paddy has been harvested in parts of Tumkur. Prices have risen slightly in Kolar and Tumkur and have fallen in Bangalore, Mysore and Shimoga.

**COORG:**—The threshing of rice and picking of coffee have been completed. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar and Hyderabad.**—*For week ending 15th March.*—**BERAR:** The weather is growing warm. The harvesting of the winter crops is nearing completion. Ploughing of fields for the ensuing monsoon crop is in progress. Fodder and water are scarce in parts of the province. Prices are almost steady.

**HYDERABAD:** No rain fell during the week. The spring harvest is still proceeding. The standing winter rice crop is in fair condition. Prices of grain continue steady. Prices—wheat 9½, coarse rice 10½ and *jowari* 22½ seers per current sicca rupee.

**Central India.**—*For week ending 15th March.*—No rain fell during the week. Agricultural operations are in progress in all Agencies. The standing crops are in fairly good condition. Prices are below normal in Bhopawar, but are normal elsewhere. The condition of opium is good.

**Rajputana.**—*For week ending 15th March.*—Agricultural operations are progressing satisfactorily except in Merwara. The state of the crops is generally good, except in Ajmere-Merwara. Cattle are generally in good condition. Fodder is scarce in Sirohi, Marwar, Kherwara, Meywar, Haraoti, Ajmere, Jeypur and Bikanir. Prices are rising in two States, falling in one and are steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 112 persons emigrated during the week. The total emigration from Merwara up to date numbers 4,313 persons. The numbers



employed on relief works were—390 in Ajmera, 5,200 in Marwar and 960 in Marwar. The price of grain in Marwar is 15 seers per rupee.

**Kashmir.**—*For week ending 14th March.*—Rain fell twice during the week. The weather is now fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 15th March.*—Slight rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18, and maize at 24 seers per rupee.

**Nepal.**—*For week ending 11th March.*—Slight rain fell during the week. The weather is seasonable. The prospects of the wheat crop are good. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*





SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

**FINANCIAL STATEMENT FOR 1899-1900.**

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## FINANCIAL STATEMENT FOR 1899-1900.

## PART I.

## INTRODUCTION.

In presenting my Financial Statement of March 1898 I alluded to the calamities of famine, war, pestilence, and earthquake which had fallen upon us during the year then closing, and I went on to refer to the promise of brighter times introduced by the abundant harvest of 1897. The recovery of the country has been more rapid than any of us anticipated at the time I allude to; another good harvest has been gathered, and although the plague still casts a shadow over the land, the general condition of the people as evidenced by the Returns of Trade and of Revenue is prosperous, and the famine of 1896 and 1897 is now little more than a memory, its effects being obliterated by the return of prosperous seasons. I cannot, however, pass from the subject without deriving from it one lesson which it seems to me to afford—namely, that the margin between prosperity and adversity in India must be a very narrow one, for if we have learned that one bountiful harvest suffices to restore the country after a widespread and severe famine, we have learned also that the failure of the seasonal rains in a single month of the year is sufficient to set back a full tide of prosperity; and that this is a possibility which in the administration of India, and in its financial administration especially, we dare not leave out of account.

2. In the two calamitous years of which I told the history last March, namely, 1896-97 and 1897-98, I had to shew that the accounts of the Empire were in deficit to the aggregate amount of, as nearly as possible, seven crores of rupees (Rx. 6,988,100 since increased to Rx. 7,064,233). In the two succeeding years (those of which I present the estimates to-day) I am glad to say that this deficit has been, or will be, more than covered, for so complete is the reversal of last year's position that in passing from 1897-98 to 1898-99 we pass from a deficit of Rx. 5,359,211 to a surplus of Rx. 4,759,400, and in my Budget Estimates for next year I anticipate a surplus of Rx. 3,931,600. I lay these figures before the Council at the very commencement of my Statement, as I have no doubt they are anxious to know, as soon as possible, the general drift of the figures which I now proceed to explain in greater detail.

## Accounts of 1897-98.

3. The Accounts of 1897-98 were, as usual, published in the first half of January, and the results then shewn compare as follows with the anticipations formed in March 1898:—

	Revenue.	Expenditure.	Deficit.
	Rx.	Rx.	Rx.
Estimated in March 1898 . . .	96,361,300	101,844,600	5,283,100
Actual Accounts . . .	96,442,004	101,801,215	5,359,211
Accounts { Better + Worse — . }	—119,496	+43,385	—76,111

The differences on the whole were very small, as the accounts under each of the heads of Revenue and Expenditure closely followed the Revised Estimate. Indeed, had it not been that we determined after the close of the year to make certain grants (aggregating Rx. 88,100) to the Provincial Governments of Bombay and of Bengal in further reimbursement to them of their famine expenditure, the difference in the whole account between Revised Estimate and Actuals would have been only Rx. 12,000.



## Revised Estimates of 1898-99.

4. In the Budget Estimate for 1898-99 I estimated the results of the year to be a surplus of Rx. 891,400. But we now find that mainly through abundant revenue, military economies on the North-West Frontier, and very favourable exchange, the result of the year will be a surplus, as I have already stated, of Rx. 4,759,400. I shall explain afterwards that on a review of the financial position of the several Local Governments, whose balances have been exhausted by famine and plague, and who have still to meet pressing demands for expenditure while the expansion of their revenues has for a time been set back by the calamities referred to, we have decided to make them grants in aid of their resources, out of the surplus that has accrued to us on the Imperial account. The total amount of these grants is Rx. 700,000, and thus the surplus of the year is reduced from Rx. 4,759,400 to Rx. 4,059,400. The money may be described as expenditure brought to account by anticipation, that is to say, it goes at present merely to swell Provincial balances, and when actually spent on the purposes in consideration of which it is granted, it has not again to be charged against the surplus of the year, but passes through the Provincial adjusting entry.

5. The detail of the differences between the Revised Estimates for 1898-99, as now presented, and the amounts taken in the Budget Estimates prepared twelve months ago are set out in the following statement:—

## Estimates of 1898-99.

	Budget.	Revised.	Revised Better	Revised Worse.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue	£ 188,000	232,500	44,200	
Expenditure	£ 16,474,800	16,323,700	151,100	
Net EXCHANGE ON ABOVE	Rx. 9,120,500	8,045,000	1,074,900	
<b>Net charges</b>	25,407,000	24,137,800	1,270,200	
<b>INDIA.</b>				
<b>REVENUES IN INDIA—</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>
Lard Revenue	27,568,200	27,679,400	111,200	
Opium	5,329,800	5,619,400	319,600	
Salt	8,727,000	9,047,700	319,200	
Other Principal Heads of Revenue	24,333,800	24,583,700	549,100	
Post Office and Telegraph (net)	71,000	610,700	...	103,300
Departmental Receipts (a)	4,78,600	4,14,700	96,100	
Railway, Net Earnings	12,037,100	12,811,300	778,100	
Irrigation	3,228,100	3,401,700	233,600	
Military Works	50,700	54,200	3,900	
Army	833,000	835,200	2,200	
<b>TOTAL REVENUES</b>	86,599,900	88,939,900	2,340,000	
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenue—</b>				
Opium	2,654,000	2,448,800	305,200	
Other heads	8,413,900	8,484,500	194,100	
Interest (b)	1,125,000	1,132,200	3,300	
Civil Departments	17,225,200	17,371,100	...	145,900
Famine Relief	85,100	44,600	40,500	
Protective Works and Reduction of Debt	1,014,100	1,131,500	...	117,400
Railways, Charges against Net Earnings (net)	4,044,700	4,881,800	69,900	
Irrigation	3,211,500	3,218,200	...	6,700
Military Works and Special Defences	1,135,800	1,113,700	22,100	
Civil Works	4,702,100	4,491,600	208,500	
Army (Ordinary Charges)	16,025,800	16,311,500	84,300	
Warlike Operations	1,458,000	1,023,700	434,300	
<b>Provincial Adjustment—</b>	60,418,300	59,325,800	1,092,500	
Add on (+) or Deduction (—) made for increase or decrease of Provincial and Local Balances	—116,800	+717,900	...	834,700
Special grants to Provincial Governments	...	+700,000	...	700,000
<b>NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA</b>	60,301,500	60,743,700	...	442,200
<b>Surplus</b>	891,400	4,059,400	3,168,000	

(a) Including interest and receipt under Civil Works.

(b) This entry in the Indian portion of the accounts is a minus one, as the interest passed to the charge of Railway and Irrigation is greater than the whole amount of interest payable in India.



6. The first point to note is that, except for a small falling-off under Stamps and Registration, every one of the Revenue heads shows better results than anticipated in the Budget Estimates. The improvement under Land Revenue is mostly in Burma and the North-Western Provinces. In Opium we have got much better prices in Bengal than we estimated for, namely, Rx. 4,164,000 against Rx. 3,900,000, and in Bombay the low rate of the pass-duty, as compared with previous years, has led to a revival of the export which last year shewed a very considerable decline. The increase in Salt Revenue, which now produces 9 crores against the 8½ which it gave us in the two famine years, is a satisfactory indication of the improvement in the condition of the people, and the Customs Revenue continues to increase as trade continues to flourish.

7. Post Office and Telegraph shew a falling-off, due in the latter case partly to the cessation of hostilities on the North-Western Frontier, but chiefly to the more extensive use of deferred telegrams which are now delivered by hand, and in the former case to reduction of rates of postage. We calculate that by the increase, from one tola to one-and-a-half, of the unit of weight for inland postage we diminish the annual revenue by Rx. 60,000, and by adopting the Imperial Penny Postage (for India, one anna) we give up Rx. 40,000. A considerable portion of this last item will be recovered for us by an arbitration given in our favour, in respect of the distribution, between the English and the Indian Post Offices, of the subsidy charges payable to the Peninsular and Oriental Company and by reductions of the scale of charge in respect of continental transit.

8. Under Railways—Net Earnings—we have received Rx. 778,100 more than we estimated, the important items being—

		Rx.
1. North-Western	Better	410,000
2. Great Indian Peninsula	Better	416,000
3. Bombay, Baroda and Central India	Better	210,000
4. Rajputana-Malwa	Better	70,000
5. Eastern Bengal	Worse	110,000
6. Southern Mahratta	Worse	80,000
7. South Indian	Worse	50,000
8. Madras	Worse	55,000
9. Assam-Bengal	Worse	31,000
Net of the above	Better	780,000

The improvement is due generally to large exports of grain consequent on good winter crops, and in one case to postponement of works of repair and renewal.

The Plague is responsible for the falling-off on the Railways in Southern India.

An inferior jute crop and the postponement of jute deliveries in Calcutta was the cause of the worse result on the Eastern Bengal State Railway, and inclusion in the Working Expenses of the revenue share of repairs of earthquake damages caused the reduction on the Assam Bengal-Railway.

9. On the expenditure side, the first considerable improvement is under Opium, and is due to our failure to obtain as good a crop as we hoped. We have been able to recommence the building up of our Reserve, but the good season for which for many years we have waited has not yet come, and the produce still remains short of our standard. There has also been a considerable saving in the expenditure of the Salt Departments, and fair amounts in the other Revenue Departments. The Civil Departments shew the usual considerable savings in their Budget Estimates, but the amount has been more than swallowed up in the expenditure caused by Plague. The head "Medical"



alone shews an excess over estimate of Rx. 327,800, most of which is in Bombay, and all of which for practical purposes falls on the Imperial Account, for the Provincial Governments are not able to bear the expenditure without assistance in the form of grants from Imperial.

10. The Army expenditure in India (ordinary) is less by Rx. 84,300 than estimated in the Budget, and of the Budget provision of Rx. 1,458,000 in India for Warlike Operations only Rx. 1,023,700 has been spent, the Military authorities having, from the very beginning of the year, found it practicable to reduce the forces maintained on the North-West Frontier.

#### Rate of Exchange.

11. The rate of exchange taken for the purpose of the Budget Estimate last March was 15½ pence (or rather £1 = R15½), that being the rate actually realized in 1897-98. At the opening of the year 1898-99 the current rate was 15½ or 15½, but under the influence of a strong demand in April and May (in each of which months the Secretary of State sold two millions sterling of Council Bills) it quickly rose to 16 pence and over. This demand was due mainly to unusually large exports of Rice, Wheat, and Seeds, the figures of which for the five principal months of export are shown in the following table:—

*Exports (Value in Rupees) of Rice and Wheat (including Flour) and Seeds by Sea from British India during February to June 1896, 1897, and 1898.*

		February.	March.	April.	May.	June.
Rice	1896	2,50,79,157	2,35,35,019	1,28,19,258	87,78,324	1,05,82,552
	1897	2,05,74,378	2,26,73,146	85,42,095	74,73,502	72,22,083
	1898	2,11,33,697	2,39,73,430	1,74,35,984	1,39,93,271	1,00,28,152
Wheat	1896	13,68,050	14,41,371	20,32,888	27,38,742	21,72,359
	1897	3,28,052	1,83,882	3,47,801	5,03,124	6,14,133
	1898	9,99,271	55,10,941	1,09,23,719	2,85,78,799	2,28,64,833
Seeds	1896	68,45,149	96,72,087	1,08,31,633	1,27,32,470	1,10,86,314
	1897	25,08,515	30,02,053	43,92,610	1,09,06,210	85,56,518
	1898	58,76,128	74,23,872	88,45,785	1,25,27,552	1,16,97,108
Total all three.	1896	3,12,92,356	3,46,48,477	2,51,83,779	2,42,49,536	2,38,41,225
	1897	2,34,10,945	2,58,59,081	1,32,82,506	1,88,82,836	1,63,92,736
	1898	2,80,09,096	3,69,08,243	3,72,05,488	5,50,99,621	4,45,90,093

12. The position thus gained at the beginning of the year has never been lost, and the rate has continually fluctuated about 16 pence, now a little over it and now a little under it. In the latter half of the year the rate has never been below 15½ pence. The drawings have now for some time stood at Rx. 700,000 a week, and we expect when the year closes to have remitted by Council Bills £19,000,000 equal to Rx. 28,540,000, giving, as nearly as possible, an average rate of sixteen pence. The Revised Estimates for 1898-99 are accordingly made up at this rate.

13. For next year I have made the modest estimate of 15½d. I fully anticipate we shall realize, as this year, something closely approaching to 16 pence, but our continual practice in India is to avoid sanguine estimating, and following this principle I am loth to take a figure which may have the taint of being, under existing circumstances, the best possible.



14. It may be noted that not only are the remittances of the current year the largest on record (there being hitherto only one year, 1881-82, in which they exceeded £18 millions), but we have in addition to these remittances received in India in exchange for silver at the rate of Rs. 15 per £ sterling, Rx. 2,616,400 of gold which we now hold as part of the currency reserve in addition to Rx. 255,400 similarly held on 1st April 1898.

#### Budget Estimates, 1899-1900.

15. The Budget Estimates of Revenue and Expenditure for the coming year 1899-1900 made up at this rate of exchange shew a surplus of Revenue of Rx. 3,932,600. It will be best perhaps to explain the figures by comparing them with the Revised Estimate for the current year, as exhibited in the Statement in paragraph 5 above.

#### Budget Estimates of 1899-1900 compared with the Revised Estimates of 1898-99.

	Revised, 1898-99.	Budget, 1899-1900.	1899-1900, Better than 1898-99.	1899-1900, Worse than 1898-99.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue . . . . .	£ 232,500	207,100		25,400
Expenditure . . . . .	£ 16,323,700	16,511,600		207,900
NET EXCHANGE ON ABOVE . . . . .	£ 8,043,600	8,550,900		505,300
<b>NET CHARGE</b> . . . . .	24,136,800	24,875,400		738,600
<b>INDIA.</b>				
	Rx.	Rx.	Rx.	Rx.
<b>REVENUE IN INDIA—</b>				
Land Revenue . . . . .	27,679,400	27,641,000	...	37,500
Opium . . . . .	5,679,400	6,003,700	324,300	...
Salt . . . . .	9,047,200	8,757,200	...	290,000
Other Principal Heads of Revenue . . . . .	24,573,200	24,114,100	...	459,100
Post Office and Telegraph (net) . . . . .	620,700	501,100	...	119,600
Departmental Receipts (a) . . . . .	4,174,700	4,051,700	...	123,000
Railways, Net Earnings . . . . .	12,814,200	13,382,600	568,400	...
Irrigation . . . . .	3,461,700	3,451,100	...	10,600
Military Works . . . . .	51,200	50,000	...	1,200
Army . . . . .	835,200	816,600	...	18,600
<b>Total Revenue</b> . . . . .	88,939,900	89,072,200	132,300	...
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenue—</b>				
Opium . . . . .	2,348,800	2,653,900	...	305,100
Other heads . . . . .	8,229,500	8,622,900	...	393,400
Interest . . . . .	1,132,200	1,319,000	187,600	...
Civil Departments . . . . .	17,371,100	17,916,800	...	545,700
Famine Relief . . . . .	41,600	5,700	38,900	...
Protective Works and Redemption of Debt . . . . .	1,131,500	1,123,900	7,600	...
Railways, charges against net earnings (net) . . . . .	4,881,800	5,218,900	...	337,100
Irrigation . . . . .	3,218,200	3,353,900	...	135,700
Military Works and Special Defences . . . . .	1,113,700	1,200,600	...	86,900
Civil Works . . . . .	4,193,000	5,350,800	...	1,157,800
Army (Ordinary Charges) . . . . .	16,541,500	16,873,400	...	331,900
Warlike Operations . . . . .	1,023,700	38,900	984,800	...
	59,325,800	61,188,900	...	1,863,100
<b>Provincial Adjustment</b> . . . . .	1,417,900	—924,700	2,342,600	...
<b>Net Expenditure charged against Revenue in India.</b>	60,743,700	60,264,200	479,500	...
<b>Surplus</b> . . . . .	4,059,400	3,932,600	...	126,800

(a) Including Interest and Receipts under Civil Works.



16. Under Revenue heads in India the collection of arrears of Land Revenue still goes on, but we do not expect next year quite so much as in the current year. Under Salt and Customs we expect a slight advance over the Budget Estimates of 1898-99, but have not estimated to receive so great an advance over these as we shall certainly receive in the current year. The current prices of Opium warrant our estimating for a considerable increase in the revenue under this head.

17. Under Railways the estimates are for a small advance in net earnings. The details are as follow:—

	Budget, 1898-99. Rx.	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
State Railways—Gross	19,382,600	19,695,800	20,237,100
Working Charges	9,777,500	9,876,000	10,047,000
Net	9,612,100	9,819,200	10,190,100
Guaranteed Railways—Net	2,421,000	2,995,000	3,192,500
<b>TOTAL NET</b>	<b>12,036,100</b>	<b>12,814,200</b>	<b>13,382,600</b>

18. The Great Indian Peninsula Railway contributes Rx. 130,000, the Madras Railway Rx. 65,000, and the East Indian Railway Rx. 60,000 of the improvement shewn in Budget, and we expect the Eastern Bengal and Southern Mahratta Railways to recover from their low figures of 1898-99. The increasing mileage of the East Coast Railway will also bring in better returns; on the other hand, there are heavy renewals on the North-Western Railway to be provided for. Under Civil Departments we have to provide for considerable additions to Police expenditure (partly due to Plague); and we have also made fairly ample estimates for Plague expenditure, the charges under "Medical" in India being as follows:—

	Total. Rx.	Including Plague Expenditure. Rx.
1894-95	1,003,438	...
1895-96	1,020,077	...
1896-97	1,065,158	19,000
1897-98	1,323,952	297,000
1898-99, Revised	1,342,900	508,900
1899-1900, Budget	1,678,100	354,200 + 209,500

The last-mentioned Rx. 209,500 is shewn separately, because it is in the nature of a reserve in the "India" Section of the Accounts, and if actually spent, it will not pass under "Medical" in the Imperial Portion of the Accounts, but be dealt with as a transfer.

19. We have increased the total provision for Military Works to Rx. 1,322,300, against expenditure in 1897-98 and 1898-99 of about Rx. 1,168,385 and Rx. 1,197,600, the purpose of the increase being to meet charges likely to fall upon us in respect of places of defence and similar works on the North-West Frontier.

20. The Military Estimates shew large savings in India as compared with the current year, the India figures being—

	Ordinary Expenditure. Rx.	Warlike Operations. Rx.	Total. Rx.
1896-97	17,243,137	18,206	17,261,343
1897-98	16,514,547	3,847,992	20,362,539
1898-99, Budget	16,625,800	1,458,000	18,083,800
1898-99, Revised	16,541,500	1,023,700	17,565,200
1899-1900, Budget	16,873,400	38,900	16,912,300



### No Remission of Taxation.

21. In view of the surpluses as shewn in the Revised and Budget Estimates, the Government of India have carefully considered the question whether they should propose, at present, any remission of existing taxation. The conclusion to which they have come is that any such proposal would be premature, and this mainly on two grounds. The first is that we have, as it were, to make up for arrears. As stated in my opening paragraph, we have had in the past two years deficits aggregating Rs. 7,064,233, and we ought to regard ourselves as under an obligation to recover our position by accumulating counterbalancing surpluses. The second and weightier reason is that we have in contemplation, as is well known, certain extremely important measures of currency reform, which are under the consideration of a Committee sitting at the India Office in London. Whatever the advice of that Committee may be, we consider we are bound to prepare for any measures that may result from it by preserving as strong a financial position as possible, and we consider we would act unwisely if we were to reduce our financial strength by remitting existing taxation and run the risk of finding ourselves, by our own action, less free than we would otherwise be to undertake any measures of currency reform that may seem desirable.

### Railway Construction.

22. I have, in former Financial Statements, referred to the policy recently established of laying down a programme of Railway Construction for three years in advance. The first of these programmes was for the three years ending 31st March 1899. This programme was at first intended to include an expenditure of 27 crores of rupees, but was afterwards extended to 29½ crores. Latterly, however, financial difficulties have obliged us somewhat to curtail the expenditure, and we expect to expend against the programme of 29½ crores the following amounts :—

	Rs.
In 1896-97 (actuals) . . . . .	8,658,800
" 1897-98 ( " ) . . . . .	8,145,500
" 1898-99 (Revised Estimate) . . . . .	8,397,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

23. I leave to my Honourable Colleague Sir A. Trevor the task of stating in detail the results of the expenditure. It is sufficient here to set them out in the most general form (the figures of the Railways of Native States and of other Railways that lie outside our accounts being omitted) :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
<i>March 31, 1896—</i>				
Mileage open . . . . .	10,430	6,842	36	17,308
" under construction . . . . .	1,490	1,086	...	2,576
<b>TOTAL</b> . . . . .	<b>11,920</b>	<b>7,928</b>	<b>36</b>	<b>19,884</b>
<i>March 31, 1899—</i>				
Mileage open . . . . .	11,728	7,522	36	19,286
" under construction . . . . .	814	971	77	1,863
<b>TOTAL</b> . . . . .	<b>12,542</b>	<b>8,493</b>	<b>113</b>	<b>21,148</b>



24. I divide the Railway Construction in the present estimates, for convenience sake with reference to our accounts, into four categories, namely:—

*First.*—State Railway Construction; money found by Government, but also by debentures in the case of the East Indian and Assam-Bengal Railway Companies.

*Second.*—Construction by Assisted and Working Companies out of funds raised by them or in some cases advanced by Government to them. Also Branch Line Companies under a firm guarantee.

*Third.*—Open line capital and new construction by the old Guaranteed Companies.

*Fourth.*—Construction by Companies outside the accounts of the Government, and also construction by Branch Line Companies on rebate terms.

The above classification slightly differs from that of last year's Statement, as under new arrangements every portion of the above comes within the programme, except the fourth category, *viz.*, Company construction outside the accounts of Government, and Branch Line Companies not under firm guarantee.

25. The Estimates of Capital construction for the two years 1898-99 and 1899-1900 now stand as follows, the figures for programme expenditure in the Revised Estimate of 1898-99 being modified so as to correspond with the new classification:—

	Revised Estimate, 1898-99. Rs.	Budget Estimate, 1899-1900. Rs.
<b>FIRST CATEGORY—STATE RAILWAYS—</b>		
Funds available by Famine Grant	695,400	490,000
Grant under—		
48.—State Railway Construction	2,882,200	3,465,000
East Indian Railway Company's Debentures	1,573,800	750,000
<b>TOTAL</b>	<b>5,151,400</b>	<b>4,705,000</b>
<b>SECOND CATEGORY—ASSISTED COMPANIES</b>	<b>3,155,300</b>	<b>3,009,900</b>
<b>THIRD CATEGORY—OLD GUARANTEED COMPANIES</b>	<b>851,600</b>	<b>1,107,800</b>
<b>TOTAL "PROGRAMME"</b>	<b>9,158,300</b>	<b>8,822,700</b>
<b>Add—FOURTH CATEGORY (outside programme)</b>	<b>1,470,100</b>	<b>950,300</b>
<b>TOTAL</b>	<b>10,628,400</b>	<b>9,773,000</b>

*N.B.*—The Chittagong Port Works, connected with the Assam-Bengal Railway, shown in last year's Statement as Miscellaneous Public Improvements, are now included as "Railway Construction."

26. Having now carried to a fairly successful issue this policy of temporary activity in railway construction, we think it wise, both from a railway and from a financial point of view, to curtail for a time the rate of progress of railway construction. The nine or ten crores a year sanctioned in 1897 was not meant to be permanently adopted, and we deem it desirable now to allow a short time for the earning capacity of the lines recently constructed to develop itself, before again undertaking special burdens in the direction of capital outlay upon railways.

27. For these reasons we deemed it advisable to fix about 20 crores as the limit of our expenditure for the next three years; and a programme was accordingly prepared for expenditure as follows:—

	Rs.
1899-1900	6,772,700
1900-1901	6,728,400
1901-1902	6,821,000
<b>TOTAL</b>	<b>20,322,100</b>



but we have had to alter these figures for the following reason. In the Budget Estimates of 1898-99, we proposed to spend under the first three years' programme a sum of Rx. 10,788,900 in the year 1898-99, but the inability of the workshops in England to meet the demands which were made upon them by ourselves and the various constructing companies has reduced the expenditure of 1898-99 to Rx. 8,387,500. Many of the orders, however, will be completed and paid for in 1899-1900, and we have therefore to provide, under the new three years' programme, in 1899-1900 not only the intended Rx. 6,772,700, but a considerable amount in addition, which may be regarded as arrears of the old programme handed on to the new one. The amount estimated for is therefore Rx. 8,822,700.

28. The following are the entries under the first category (State Railways) :—

	Revised, 1898-99.	Budget, 1899-1900.
<i>Expenditure by State Agency—</i>		
Open lines—	Rx.	Rx.
North Western . . . . .	228,300	212,300
Oudh and Rohilkhand . . . . .	95,700	72,800
Eastern Bengal . . . . .	150,500	257,200
East Coast . . . . .	60,000	40,000
Warora Colliery . . . . .	—6,300	—2,100
Umaria Colliery . . . . .	—7,100	—100,000
Stores transactions . . . . .	—15,800	—7,500
TOTAL . . . . .	505,300	472,700

*Lines under construction—*

Rae Bareilly-Benares . . . . .	54,400	4,000
Bhatinda-Ferozepur Conversion . . . . .	64,700	...
Mari-Attock . . . . .	142,500	25,000
Jullundur-Hoshiarpur—(Land) . . . . .	—100	...
Ghaziabad-Moradabad . . . . .	238,000	332,600
Indus Bridge . . . . .	108,400	35,000
Bezwada-Madras . . . . .	669,200	30,000
Godavari Bridge . . . . .	166,400	200,000
Lyallpur-Khanewal . . . . .	90,200	75,000
Cooch Behar-Santrabari . . . . .	30,300	12,500
Rajbari-Farcedpur . . . . .	26,100	...
Shadipalli-Jodhpore Frontier . . . . .	100,300	100,000
Rungpur-Dhubri including Teesta Bridge . . . . .	46,100	211,500
Southern Punjab—Rolling-stock . . . . .	202,800	2,700
Hurdwar-Dehra " . . . . .	7,800	27,200
Brahmaputra-Sultanpur " . . . . .	36,600	8,800
Mymensingh-Jamalpur " . . . . .	40,700	9,400
Nowshera-Dargai . . . . .	...	120,000
TOTAL . . . . .	2,024,400	1,193,700

*Expenditure by Agency of Companies—*

<i>Open lines—</i>		
East Indian including extensions . . . . .	1,450,000	1,500,000
Rajputana-Malwa system . . . . .	1,600	90,000
Tirhoot . . . . .	157,000	40,000
Bhopal . . . . .	5,400	10,000
Dhond and Manmad . . . . .	5,500	16,000
South Indian . . . . .	—200,000	60,000
Guntakal-Mysore Frontier . . . . .	—400	...
Madras-Eannore . . . . .	200	...
TOTAL . . . . .	1,419,300	1,706,000



	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Lines under construction—		
Assam-Bengal { Land, Part I . . . . .	22,000	20,000
{ Construction, Part II . . . . .	1,134,400	762,000
{ Chittagong Jetties . . . . .	46,000	18,000
Hajipur-Katihar Extension . . . . .	250,000	200,000
Madura-Paumben . . . . .	...	100,000
Tinnevely-Quilon . . . . .	...	70,000
<b>TOTAL</b> . . . . .	<b>1,452,400</b>	<b>1,170,000</b>
Lump deduction on account of probable lapse Reserve . . . . .	250,000 ...	... 162,600
<b>TOTAL FROM IMPERIAL FUNDS</b> . . . . .	<b>5,151,400</b>	<b>4,705,000</b>

29. The items in the second category (Assisted Companies) are :—

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
Bengal-Nagpur . . . . .	1,861,000	1,770,000
Indian Midland . . . . .	203,000	165,000
Burma Railways . . . . .	700,000	800,000
Bengal Central . . . . .	78,100	40,000
Lucknow-Bareilly . . . . .	15,300	6,900
Southern Mahratta . . . . .	44,900	40,000
Mysore . . . . .	35,000	20,000
Hardwar-Dehra . . . . .	150,000	88,000
Bhramaputra-Sultanpur . . . . .	68,000	80,000
<b>TOTAL</b> . . . . .	<b>3,155,300</b>	<b>3,009,900</b>

30. The estimate under the third category (old Guaranteed Companies) provides for :—

	Revised, 1898-99.	Budget, 1899-1900.
	Rx.	Rx.
<i>Open Line Capital—</i>		
Great Indian Peninsula . . . . .	73,600	74,000
Madras . . . . .	20,100	60,000
Bombay, Baroda and Central India . . . . .	459,100	410,000
<i>Extensions—</i>		
Calicut-Cannanore . . . . .	70,600	200,400
Amalner Palgaon-Chalagaon Dhulia . . . . .	128,200	363,400
<b>TOTAL</b> . . . . .	<b>851,600</b>	<b>1,107,800</b>



31. The principal projects classed under the fourth category and outside the "programme" are:—

	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
Bengal Dooars Extensions . . . . .	40,000	200,000
Bengal and North-Western Railway Extensions . . . . .	445,000	365,000
Tapti Valley . . . . .	650,000	230,000
South Behar . . . . .	304,000	77,500
Smaller Branch Lines . . . . .	131,100	77,800
<b>TOTAL</b> . . . . .	<b>1,470,100</b>	<b>950,300</b>

#### Capital Expenditure on Irrigation.

32. The amount of Rx. 750,000 has hitherto been provided for expenditure on Irrigation. In 1899-1900 a further amount of Rx. 100,000 is provided under this head. The grant for 1898-99 which was of the usual amount, Rx. 750,000, has not been fully worked up to, owing chiefly to the approaching completion of the Chenab Canal and partly to it not having been found possible to start work on the Jhelum Canal in the early part of the year.

33. The principal works under this head are at present:—

	Revised, 1898-99. Rx.	Budget, 1899-1900. Rx.
Mandalay Canal . . . . .	90,000	100,000
Fatehpur Branch of the Lower Ganges Canal . . . . .	63,600	42,600
Chenab Canal . . . . .	151,500	80,000
Jhelum Canal . . . . .	36,200	210,000
Jamrao Canal . . . . .	142,200	133,900
Other Projects . . . . .	208,700	283,500
<b>TOTAL</b> . . . . .	<b>692,200</b>	<b>850,000</b>

#### Remittance and Debt.

34. The following account shews in a shortened form the requirements of the Secretary of State; the figures are drawn up so as to shew separately the transactions on account of Government, and the transactions arising out of the operations of Railway Companies:—

	Revised, 1898-99. £	Budget, 1899-1900. £
<i>Requirements on Government Account—</i>		
Excess of expenditure on Revenue Account . . . . .	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	791,100	682,100
Net payments on Remittance Accounts, etc . . . . .	225,400	268,800
<b>Total Requirements</b> . . . . .	<b>17,107,700</b>	<b>17,275,400</b>
<i>Transactions of Railway Companies—</i>		
Net receipts on account of Capital . . . . .	2,183,100	1,970,000
Payments for Stores, etc . . . . .	2,718,000	3,181,700
<b>Net Outgoings</b> . . . . .	<b>534,900</b>	<b>1,211,700</b>
<b>Net Funds required</b> . . . . .	<b>17,642,600</b>	<b>18,487,100</b>



35. The following figures shew the manner in which the above requirements have been or are to be financed :—

	Revised. 1898-99. £	Budget. 1899-1900. £
By Council Bills (net Remittance) . . .	19,000,000	17,000,000
By addition to Permanent Debt . . .	1,912,800	...
Less reduction of Temporary Debt . . .	-1,500,000	...
By reduction of Cash Balance . . .	...	1,487,100
Deduct—Addition to Cash Balance . . .	-1,770,200	...
	<u>17,642,600</u>	<u>18,487,100</u>

36. In last year's Financial Statement I mentioned that the Secretary of State intended, besides renewing £6,000,000 outstanding temporary debt, to raise £6,000,000 permanent debt. This amount was raised in July in the form of India 2½ per cent stock, but it was issued at a considerable discount (namely at a rate of £88 10s. 5d. per cent), and produced only £5,297,700 in cash. With the money he discharged permanent debt to the extent of £3,384,900, so that the net amount raised by addition to sterling debt was £1,912,800. The Secretary of State has decided that the discount on the loan, viz., £702,300, shall not be charged upon the revenues of the year, but shall be discharged by a Sinking Fund at the rate of interest borne by the loan, viz., 2½ per cent, lasting over 50 years. There are already one or two Sinking Funds of the kind in connection with the sterling debt; £12,622 being the total charge appearing in the Accounts of 1897-98. The amount added by the new Sinking Fund is about £7,000.

37. The heavy drawings of the year, by Council Bills, enabled the Secretary of State to improve upon his intention of renewing the £6,000,000 outstanding temporary debt, and he renewed only £4,500,000 of it. The remainder of the excess of drawings went towards increase of the Cash Balance, which is estimated to stand, on 31st March 1899 at the unusually high figure of £4,304,400.

38. For next year, 1899-1900, the Secretary of State estimates to draw £17,000,000 by Council Bills, and though he does not estimate for any increase or decrease in either permanent or temporary debt, he considers that in view of the high balances which his Estimates, both Revised and Budget, show, he may find it possible to pay off some of the outstanding temporary debt.

39. In March last we estimated that we would have to raise a rupee loan of Rx. 3,000,000 in India, but as the time approached for our doing so, we found both that improved revenues had added to our resources, and the market was not favourable for so large a loan. We therefore limited our proposed loan to an amount of Rx. 1,200,000 under 3½ per cent conditions, and this amount was raised on August 24th at an average rate of R94 12½ annas per cent. The price remained about this figure for some months, but has recently advanced to over par.

40. We reckon that in India we shall be able next year to meet all the demands upon our Treasuries without raising any new debt, but it must be understood that all these announcements about the amount of contemplated remittances and loans are subject to the usual reservation of entire liberty to the Secretary of State to alter his plans as he may find occasion.

#### PROVINCIAL FINANCE, 1892 to 1899.

(The tabulated figures in this part are hundreds of Rx., that is, two ciphers are omitted.)

41. The progress of Provincial Finance is easiest studied by considering separately :—

*First.*—The amount of net Revenue, of which a definite portion settled by the terms of the "Contract" is at the disposal of the Provincial Government for its expenditure on Civil Administration.



*Second.*—The modification of this Provincial share of net Revenue, caused by special arrangements, different in each Province, in connexion with certain portions of Irrigation and Railway Administration, involving in some cases a small net outlay and in some a small net revenue.

*Third.*—The appropriation of the funds thus obtained towards the Provincial Expenditure, and especially the relation between the increase of expenditure and the increase of available funds.

42. The first figures to be set out are, therefore, the totals of the net revenues, that is, the revenues less expenditure directly charged against them. They are as follow, the figures being quite independent of any considerations as between Imperial and Provincial:—

*Total Ordinary Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Central Provinces .	1,243.6	1,244.0	1,231.2	1,171.3	1,252.9	1,089.5	1,048.5	1,322.9	1,398.7
Burma (a) . . .	3,613.3	...	...	...	...	...	3,948.2	4,147.0	4,013.8
Assam . . . . .	814.0	842.9	967.5	997.1	1,003.4	1,023.3	995.8	1,017.3	1,047.7
Bengal . . . . .	7,081.6	7,325.2	7,445.8	7,606.9	7,714.8	7,823.5	7,835.9	7,998.8	8,058.9
North-Western Pro- vinces and Oudh .	7,677.8	7,716.1	7,778.9	7,589.1	7,866.2	6,655.6	7,864.8	8,419.1	8,470.1
Punjab . . . . .	7,060.1	3,133.8	3,261.1	3,223.5	3,290.5	3,224.3	3,409.8	3,561.8	3,530.4
Madras . . . . .	6,817.1	7,106.2	7,469.2	7,645.6	7,719.3	7,458.8	7,263.7	8,015.5	7,988.0
Bombay (b) . . .	5,412.1	5,459.1	5,646.1	5,550.6	5,618.2	5,367.0	5,625.2	5,950.2	5,943.0

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

(b) The figures relating to alienated Land Revenue, an entry peculiar to Bombay, are omitted from both sides.

43. The next statement shews the portion of these revenues which, according to the Provincial contract in each case, is credited to Provincial Account. The figures stand as follows, and it may be noted that the revision of the contract made with effect from 1897-98 onward, was such as to cause little change in the total of the Provincial share, except in the two Provinces of Bengal and Madras where it was reduced by Rx. 90,000 and Rx. 130,000 respectively, and in the North-Western Provinces where it was increased by about Rx. 120,000, namely, the cessation of a temporary reduction of Rx. 50,000, and a direct addition of about Rx. 70,000. (The figures are as they stand before the addition of the contributions from Imperial entered at the end of the table in paragraph 47 and the special grants-in-aid and expenditure therefrom of which mention is made in paragraphs 65 and 66 below):—

*Provincial Share of Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Central Provinces .	613.3	652.5	647.3	623.9	619.6	598.9	566.1	713.1	770.8
Burma (a) . . .	1,603.1	...	...	...	...	...	2,768.5	2,891.8	2,821.5
Assam . . . . .	477.1	507.9	549.7	586.4	566.0	575.9	564.3	620.0	626.3
Bengal . . . . .	2,767.1	2,899.4	2,947.4	3,049.2	3,102.6	3,160.9	3,552.1	3,517.5	3,549.3
North-Western Pro- vinces and Oudh .	2,235.8	2,254.1	2,284.9	2,218.7	2,309.8	1,959.7	2,201.5	2,719.2	2,739.1
Punjab . . . . .	1,352.6	1,414.0	1,451.2	1,440.0	1,476.8	1,433.5	1,571.3	1,631.2	1,611.6
Madras . . . . .	2,368.7	2,491.0	2,587.9	2,653.5	2,676.7	2,627.1	2,588.5	2,655.7	2,637.4
Bombay . . . . .	2,404.4	2,451.6	2,490.8	2,481.2	2,601.2	2,405.4	2,475.9	2,554.9	2,569.7

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.



44. I offer some comments on these two statements, shewing them in parallel columns :—

	Total Imperial plus Provincial.	Provincial Share only.																		
Central Provinces.	Fairly continuous progress—a small drop in 1894-95 due, as the details shew, to failure of Land Revenue—Recovery in 1895-96. Then a serious loss of Revenue in the two famine years 1896-97 and 1897-98. But complete recovery in the early future is anticipated.	The Province obtained in the earlier years little or no margin of revenue beyond that allowed for in the Contract of 1892, and in the famine years there was very great loss as compared with that standard. If the anticipations for 1898-99 and 1899-1900 are realized, it will be very fairly off.																		
Burma	No figures are here shewn for the years preceding 1897-98, the accounts having been completely changed in that year by the incorporation of Upper and Lower Burma as a single Province of account. The revenue is considerably in excess of that which was taken as the standard for the framing of the Provincial Contract of 1897. The falling-off in 1899-1900 is under "Forests," and may perhaps be due only to cautious estimating.	Revenue considerably in excess of the standard taken for the contract.																		
Assam	Revenue steadily progressive. The effect of the earthquake in 1897-98 is shewn only in a slight slackening of the rate of progress.	Has all along enjoyed a considerable excess of revenue—at present nearly 30 per cent (Rx. 170 to 190 thousands) over the contract figure of 1892. But of this amount Rx. 23,000 represent a special addition made to meet the South Lushai expenditure transferred to Assam.																		
Bengal	Also shews a steady progressive revenue. Owing presumably to the famine the progress from 1896-97 to 1897-98 was rather less than in other years. The falling-off was mainly under "Excise," as Land Revenue in Bengal is little subject to variation in consequence of famine.	<p>The accounts of the Province were greatly affected by the withdrawal from the Province in 1897 of the extremely progressive revenue of the Eastern Bengal Railway the share of Revenue substituted therefor not being so progressive. Combining the ordinary revenue and the Railway account the figures stand thus:—</p> <table><tr><td>Standard of 1892</td><td>2,806,3</td></tr><tr><td>1892-93</td><td>2,662,4</td></tr><tr><td>1893-94</td><td>3,011,0</td></tr><tr><td>1894-95</td><td>3,193,2</td></tr><tr><td>1895-96</td><td>3,235,7</td></tr><tr><td>1896-97</td><td>3,328,0</td></tr><tr><td>1897-98</td><td>3,297,8</td></tr><tr><td>1898-99</td><td>3,248,7</td></tr><tr><td>1899-1900</td><td>3,267,0</td></tr></table> <p>which certainly may be called fairly progressive, the figures of the last two years being due in part, it may be hoped, to caution in estimating. The new contract, commencing from 1897-98, involved a reduction of about Rx 90,00 in the Provincial share.</p>	Standard of 1892	2,806,3	1892-93	2,662,4	1893-94	3,011,0	1894-95	3,193,2	1895-96	3,235,7	1896-97	3,328,0	1897-98	3,297,8	1898-99	3,248,7	1899-1900	3,267,0
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1895-96	3,235,7																			
1896-97	3,328,0																			
1897-98	3,297,8																			
1898-99	3,248,7																			
1899-1900	3,267,0																			



	Total Imperial plus Provincial.	Provincial Share only.
<i>North-Western Provinces.</i>	A fairly progressive revenue till the famine year, then a tremendous falling-off in Land Revenue (1896-97). Partial recovery in 1897-98 and in the following two years very high figures due to recovery of famine arrears.	The unequal operation of the Irrigation account and the change effected in it in 1897 renders it necessary to combine the figures for this Province as in the case of Bengal. They stand thus— Standard of 1892 . . . 2,215.4 1892-93 . . . 2,265.2 1893-94 . . . 2,314.5 1894-95 . . . 2,234.1 1895-96 . . . 2,170.3 1896-97 . . . 2,160.2 1897-98 . . . 2,432.4 1898-99 . . . 2,641.5 1899-1900 . . . 2,632.2 The story of these figures is shortly this,— At first a little improvement over the standard taken for settlement. In 1895-96 a failure of irrigation revenue, 1896-97 famine, and consequent failure of revenue. Thereafter the rapid recovery of the Province and the realizations of famine arrears of revenue bring in ample resources. The new contract, commencing from 1897-98, increased the assets by about Rx. 120,000. The same as in the other column.
<i>Punjab</i>	Steady progress as reckoned over the whole period, but a slight set back in the famine year.	
<i>Madras</i>	Shews a very progressive Revenue, the advance being only temporarily interrupted by famine.	Rapid increase of revenue up till the famine year—from that time figure fairly steady, but not advancing. The Provincial share from 1897-98 onwards would stand about Rx. 130,000 higher but for the revision of contract which came into operation from that year.
<i>Bombay</i>	An increase up to the famine year, then a considerable set back which has not yet been fully recovered.	The same remark as the first one in the case of Madras.

45. The sets of figures which I next shew are those relating to the Irrigation and Railway portion of the Provincial contracts, which I have described as coming in in modification of the amount of ordinary revenue otherwise at the disposal of the several Governments. The amount of modification thus imposed has, except in two cases, only slightly changed during the period under review, and the figures are, therefore, of no great importance except in the cases referred to, namely, Bengal and the North-Western Provinces, and these have been dealt with above:—

#### *Railways and Irrigation Accounts—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised.	1899-1900. Budget.
Burma *	-125.0	...	...	...	...	...	-116.5	-130.5	-157.0
Assam	-9.5	-13.0	-10.5	-9.3	-10.2	-13.9	-14.2	-22.4	-0.5
Bengal	+39.2	+63.0	+69.6	+144.0	+133.1	+167.1	-254.3	-273.8	-282.3
North-Western Provinces and Oudh	-20.4	+10.3	+29.6	+15.4	-130.5	+200.5	+330.9	-77.7	-96.9
Punjab	+2.0	-23.5	-0.2	-5.7	+5.1	+6.1	+9.3	+7.8	+8.0
Madras	-313.9	-409.1	-360.7	-319.0	-331.8	-396.6	-297.5	-310.9	-313.9
Bombay	+5.1	-41.4	-15.6	-1.2	+3.7	-2.2	+7.7	+5.9	+8.7

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.



46. The next step is to examine the expenditure of the various Governments and observe how far they have kept the increase of it within the limits imposed by the increase of revenue. I shew separately the ordinary expenditure and the direct expenditure upon famine and plague.

47. The details are as follow, and the figures have to be compared with the general statement of available resources in the right column under paragraph 44 above:—

*Expenditure Account—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure, excluding Plague and Famine—</i>									
Central Provinces	653.3	674.3	707.9	679.6	673.0	688.7	764.4	706.0	701.0
Burma*	2,479.1	...	...	...	...	...	2,419.9	2,460.4	2,755.3
Assam	467.6	478.0	567.7	558.5	542.2	587.4	675.7	707.6	671.7
Bengal	2,806.3	2,972.1	2,974.1	2,993.4	3,113.9	3,295.8	3,302.0	3,141.6	3,272.0
North-Western Provinces and Oudh	2,215.4	2,281.9	2,339.7	2,349.9	2,342.2	2,485.8	2,517.7	2,401.7	2,586.0
Punjab	1,384.6	1,406.6	1,467.7	1,450.1	1,480.0	1,523.4	1,486.7	1,558.5	1,621.0
Madras	2,054.8	2,210.6	2,193.4	2,212.1	2,327.6	2,383.9	2,286.8	2,266.3	2,331.2
Bombay	2,409.5	2,433.6	2,455.7	2,526.5	2,560.2	2,588.9	2,605.4	2,534.6	2,604.7
<i>Plague and Famine Expenditure (Pro- vincial)—</i>									
Central Provinces	...	...	...	6.4	...	2	5.8	18.3	17.5
Burma	...	...	...	...	...	...	60.7	...	...
Assam	...	...	...	...	...	...	...	...	...
Bengal	...	1	...	...	...	219.4	299.0	15.6	5.0
North-Western Provinces and Oudh	...	...	...	2	17.9	...	21.4	19.8	20.8
Punjab	...	...	...	...	...	31.3	90.2	18.0	10.0
Madras	...	24.4	2	...	2	47.2	161.0	20.7	64.1
Bombay	...	4	...	...	...	35.4	191.5	354.6	126.4
<i>Provincial Balances apart from grants in aid by the Impe- rial Government—</i>									
Central Provinces	205.4	183.6	122.9	17.8	37.4	-52.6	-256.7	-267.9	-236.5
Burma	...	...	...	...	...	...	481.6	782.5	692.5
Assam	115.9	145.2	116.7	89.3	119.8	94.4	-31.2	-135.2	-190.1
Bengal	235.3	225.5	269.4	432.2	582.0	395.4	92.2	173.7	163.7
North-Western Provinces and Oudh	512.4	405.7	470.5	304.3	164.7	-160.9	-263.6	-43.6	-19.1
Punjab	277.1	171.0	148.3	124.5	116.4	52.3	50.0	112.5	100.5
Madras	419.1	260.0	993.6	386.0	430.1	829.5	71.8	120.6	52.8
Bombay	407.0	383.1	402.6	300.1	400.8	179.7	-133.6	-462.2	-614.9
<i>Contributions from Imperial in aid of Provincial Balances—</i>									
Central Provinces	...	...	...	...	...	52.6	204.1	...	...
Assam	...	...	...	...	...	...	80.0	80.0	...
Bengal	...	...	...	...	...	...	...	20.0	...
North Western Provinces and Oudh	...	...	...	...	...	160.9	102.7	...	...
Madras	...	...	...	...	...	...	...	30.7	64.1
Bombay	...	...	...	...	...	...	183.6	278.6	126.4

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

48. *Central Provinces.*—The expenditure up to the famine year rose 2 or 3 lakhs (Rs. 20,000 or 30,000) above the standard of 1892; and since, as already observed, there was no margin of revenue, this resulted in the exhaustion of the ample balance, Rs. 205,400 with which the Province started. The strain of the famine year reduced the balance (apart from direct famine expenditure) still further to a deficit of Rs. 52,600 in 1896-97, and a further deficit of Rs. 204,100



in 1897-98, both of which were made up by grants from the Imperial Exchequer. The Province started in 1898-99 without any balance at all, and it is now expected that there will be a deficit in the year of Rx. 11,200, which must again be made up by a grant from Imperial Revenues. In 1899-1900 its estimated expenditure is well within its means.

The Province has taken practically no share of the cost of famine, which has been entirely Imperial—Rx. 1,640,245.

49. *Burma*.—Has not spent up to the rate of its increase of revenue, and has in consequence an ample and increasing balance. It is arranging now to expend part of the amount in meeting certain demands for Provincial Public Works, and has also made other proposals for expenditure on the public services.

50. *Assam*.—Had a comfortable balance, all along, of 10 lakhs (Rx. 100,000) more or less, keeping its increase of expenditure well up to, but not in excess of, its increase of revenue. The repair of earthquake damages imposed heavy charges in 1897-98 and 1898-99, which have largely exhausted the Provincial balance of Rx. 94,400 and absorbed also a grant of Rx. 160,000 by the Government of India; the balance being reduced for 31st March 1899 to about Rx. 25,000. In 1899-1900, after providing for absolutely necessary expenditure for Public Works and for the repair of earthquake damages, the estimates shew a deficit of Rx. 54,900.

The expansion of ordinary expenditure has been very considerable during the period under review.

51. *Bengal*.—The revenue of this Province, as above shewn, has afforded a margin for expansion of Provincial expenditure—namely, Rx. 2,806,300 in 1892 to (say) Rx. 3,300,000 in 1899-1900. The expenditure, however, was kept well in hand, so that the balance increased from Rx. 225,500 in March 1893 to Rx. 582,000 in March 1896. But this high balance sank to Rx. 92,200 two years later, as Rx. 518,400 out of it were spent in direct famine and plague charges. The ordinary expenditure in the two years now under estimate is taken at Rx. 3,141,600 and Rx. 3,272,000, which may be regarded as within the means of the Province, though it leaves a small deficit on the estimates of 1899-1900.

The Imperial Exchequer incurred famine charges in Bengal up to a total of Rx. 576,821 (about half of the total), but did not otherwise contribute by grants-in-aid to the resources of the Province.

The Province of Bengal has not had much plague expenditure to bear out of its own account, but we have made to it in 1898-99 a grant-in-aid of Rx. 20,000 which it will distribute to those Municipalities and Local Bodies whose funds have been most severely affected by expenditure on plague.

52. *North-Western Provinces*.—The Province had the advantage of starting in 1892 with a large balance still remaining on the credit side, but the rate of its annual expenditure was in excess of its annual revenue (having been found by reduction of balances), and when in the year before the famine a very favourable monsoon caused a failure of irrigation revenue (an important item in North-Western Provinces finance), the Province found its balance on March 31, 1896, reduced below the stipulated minimum of 20 lakhs (Rx. 200,000), and, as already said, a rate of current expenditure in excess of its current revenue by between 10 and 15 lakhs. During the strain of the famine year nothing could be done to amend this state of things, and the balance was overspent by Rx. 263,600, the amount being accordingly made up by grants-in-aid out of the Imperial Exchequer in the two years 1896-97 and 1897-98.

Under these circumstances, the Province contributed nothing towards the direct famine expenditure, the whole of which, Rx. 2,064,025, was found out of Imperial resources.



For 1898-99 it stands, as explained, without any balance to its credit, and its estimates stand as follows:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,641,500	2,632,200
Expenditure Accounts . . . . .	2,421,500 (a)	2,607,700 (b)
Results . . . . .	+ 220,000	+ 24,500

(a) Includes Rx. 19,800, Plague.

(b) Includes Rx. 20,800, Plague.

The handsome surplus which comes in in 1898-99 is due to the recovery by the North-Western Provinces of the arrears of the revenue due in 1896-97 and 1897-98, in compensation for the loss of which Imperial made the grants-in-aid of Rx. 263,600 above alluded to. In the coming year, 1899-1900, the Government, North-Western Provinces, propose to increase their scale of expenditure all round to a rate which they will not be able to maintain after the arrear collections (which add some lakhs to the present scale of revenue) are exhausted and the revenue falls back to its ordinary amount.

In anticipation of this surplus of 1898-99 and 1899-1900 it was stipulated that the benefit of these arrear collections was (*quoad* the Provincial share) to be considered as not applicable to current expenditure, but to be reserved (to the extent of 75 per cent of it) for building up the exhausted Provincial balance. The Government, North-Western Provinces, have fulfilled this pledge, and are now appropriating these arrears to a temporary increase of expenditure bearing in mind the impending diminution in the amount of their annual income as compared with the figures of 1898-99 and 1899-1900.

53. *Punjab*.—The Province has all along proceeded on fairly prosperous lines. The balances which were continually diminishing before the famine year are now on the rise, and the expenditure is within the amount of revenue available. The Province escaped any severe share in the calamities of 1896 and 1897, and the Imperial expenditure on famine was less than 3 lakhs (Rx. 30,000), the Province itself contributing about 12 lakhs (Rx. 120,000) or, including "Local," nearly 16.

54. *Madras*.—The expanding revenues of this Province have carried it through its period of disaster. It contributed moderately, that is, a total of a little over 20 lakhs (Rx. 200,000), towards its famine expenditure, the Government of India having undertaken all the rest (*vis.*, Rx. 732,995) so as to leave the Province with an opening balance of Rx. 71,800 in 1898-99. The Government of India further propose to make a grant to Madras of the amount of direct famine and plague expenditure incurred by it in 1898-99, namely, Rx. 20,700, and to estimate for next year a similar grant of Rx. 64,100. They also grant a further sum of Rx. 30,000 in 1898-99, placing the amount at the disposal of the Local Government for grants-in-aid to such Municipalities and Local Bodies as have been most affected by plague expenditure. With its famine and plague expenditure thus made up the Province shows a fair surplus on its transactions of 1898-99, and a small deficit in 1899-1900.

The detailed figures are:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,655,700	2,632,400
Deduct—Railway and Irrigation Account	310,900	313,900
Net available Revenue . . . . .	2,344,800	2,318,500
Proposed Expenditure, excluding Plague and Famine . . . . .	2,266,300	2,331,200
Plague and Famine . . . . .	20,700	64,100
TOTAL . . . . .	2,287,000	2,395,300



55. *Bombay*.—The continuous advance of the expenditure of the Province while the advance of the revenue was entirely set back by the famine year, has brought a strain upon the finances, irrespective of the direct effect of famine and plague expenditure. The figures may be set out as follows :—

	Revenue Account as modified by Irriga- tion and Railway figures.	Ordinary Expenditure Account.	Excess of Expenditure.
	Rx.	Rx.	Rx.
1892 standard . . . . .	2,409,500	2,409,500	
1892-93 . . . . .	2,410,100	2,434,000	
1893-94 . . . . .	2,475,200	2,455,700	
1894-95 . . . . .	2,480,000	2,526,500	6,200
1895-96 . . . . .	2,604,900	2,560,200	
1896-97 . . . . .	2,403,200	2,588,900	185,700
1897-98 . . . . .	2,483,600	2,605,400	121,800
1898-99 . . . . .	2,560,800	2,534,600	26,200 (Excess of Revenue.)
1899-1900 . . . . .	2,578,400	2,604,700	26,300 (Excess of Expenditure.)

The above figures exclude all direct Famine and Plague expenditure, and shew that the revenue and expenditure were in equilibrium for the first four years of the period under review, but that in the next two (the years of calamity), by reason of the falling-off in revenue, without an intermission of the increase in expenditure, the Provincial balance had to bear a reduction of Rx. 307,500.

The actual condition of the account till the end of 1897-98 was as follows :—

Balance, March 31, 1892 . . . . .	Rx.	407,000
Reduced by excess of ordinary expenditure—	Rx.	
1892-93 to 1895-96 . . . . .	6,200	
1896-97 . . . . .	185,700	
1897-98 . . . . .	121,800	
	313,700	
	93,300	
Further reduction by direct famine and plague expen- diture not included in the above—		
1896-97 . . . . .	35,400	
1897-98 . . . . .	191,500	
	226,900	
Net over-expenditure of balance till 31st March 1898 . . . . .	133,600	
Cancelled by general grant-in-aid in 1897-98 of . . . . .	183,600	
Leaving credit balance on 31st March 1898 of . . . . .	50,000	

The Revised Estimates for Bombay for 1898-99 show :—

Revenues Account . . . . .	2,554,900	Surplus on ordinary account Rx. 26,200.
Irrigation and Railway Account . . . . .	+ 5,900	
Expenditure Account, excluding Plague and Famine . . . . .	2,534,600	
Plague and Famine Expenditure . . . . .	354,800	



56. Putting the figures of the various provinces together, the following shews the facts up to March 31, 1898:—

Statement in Rx.	FAMINE AND PLAGUE EXPENDITURE (DIRECT).		Grants-in-aid by Imperial to Provincial.
	From Imperial sources.	From Pro- vincial and Local sources.	
Central Provinces	1,640,245	8,820	256,700
Burma	54,975	63,336	...
Assam	...	...	80,000 (a)
Bengal	576,821	553,951	...
North-Western Provinces	2,064,025	...	263,600
Punjab	27,502	157,920	...
Madras	732,995	228,601	...
Bombay	1,242,760	27,887	183,600

(a) For earthquake.

57. The Government of Bombay, both in respect of its Provincial account and in respect of its Municipalities, have been very hardly pressed by plague expenditure. They have submitted to us an examination of the financial condition of their principal Municipalities, and we have agreed to their giving out of their general revenues relief to their Municipalities to the extent of Rx. 228,078, of which the greater part goes to the City Corporation. Including this grant from their revenues, the Government of Bombay will have spent in direct charges of famine and plague—

	Famine. Rx.	Plague. Rx.	TOTAL. Rx.
1896-97	24,000	11,400	35,400
1897-98	...	191,500	191,500
1898-99	24,800	330,000	354,800
TOTAL			581,700

Out of the expenditure of the first two years, aggregating Rx. 226,900, the Provincial Government have met out of their ordinary revenues Rx. 43,300, and the balance Rx. 183,600 has been made up by special contributions by Imperial; in the same way its balance of Rx. 50,000, and Rx. 26,200, its surplus of 1898-99, fall far short of the charges Rx. 354,800 of 1898-99, and it is necessary for the Imperial Government to make a further grant-in-aid of Rx. 278,600 leaving the province, on April 1899, with an opening balance of *nil*. The total direct expenditure on plague and famine which has been borne by the province comes to Rx. 43,300 in the first two years and Rx. 76,200 in the last, or Rx. 119,500 in all.

It is anticipated that Rx. 126,400 of Plague expenditure will be incurred in Bombay in 1899-1900, and an equal amount of grant-in-aid from Imperial to Provincial has been estimated for in that year.

58. The grants shewn in the above paragraphs may be regarded as grants in the ordinary way of business, that is, grants made on the principle that in any case of extreme calamity, when Local aid has been exhausted, the charge must fall, as far as possible, on Provincial resources, and when they are exhausted the Imperial Government must bear the burden; and I think a liberal interpretation has been given to this Imperial responsibility, for we have taken over the direct Provincial expenditure on famine and plague of the two Provinces most affected by plague, without insisting upon their first defraying any part of it out of their own balances, and it is our desire at present to go still farther. On one or two past occasions, when Imperial finances have been subjected to great stress, we have called upon the Provincial Governments to give us aid out of their resources,



and under present circumstances, when Imperial finance by the recovery of exchange and from other causes is prosperous, and Provincial finance has been sore smitten by the consequences of famine and plague, we consider that a portion of our surplus cannot be better employed than in restoring the financial condition of the various provinces and relieving them from the financial difficulties which accompany the emergence from a state of famine and plague, so as to enable them to carry on their ordinary administration and meet their ordinary administrative necessities.

59. In the case of Bombay, though, as above described, we have made large grants towards the direct expenditure on famine and plague, yet the effect of these two calamities is still shewn in the falling-off in revenue and in indirect expenditure (on police and the like) which accompanies plague measures. We propose on these considerations to make to Bombay a grant of Rx. 150,000.

60. Bengal has not been affected by plague expenditure to anything like the same extent as Bombay; but, on the other hand, its finances have suffered from the very large extent to which the famine expenditure was met from Provincial and Local resources. We propose to make to it a similar grant of Rx. 150,000. This is in addition to the assistance already undertaken to be given from Imperial sources towards the European General Hospital at Calcutta, and also in addition to Rx. 20,000 mentioned in paragraph 51.

61. In Assam the only immediate difficulties arise in connection with earthquake damages. Towards this we have already given Rx. 160,000, and the Chief Commissioner has asked for Rx. 67,500 more. We propose now to close this account by a grant of Rx. 100,000.

62. The accounts of the Central Provinces are weighted only in respect of the very small balance it at present possesses, and the Estimates of 1898-99, as already stated, produces a deficit of Rx. 11,200; we propose to make it a grant of Rx. 50,000.

63. The claim of Madras arises mainly in respect of the fact that, at the last revision of the Provincial contracts, a larger resumption of revenue was made from it than from any other province. We propose to make a grant to it of Rx. 100,000, besides the above mentioned grants for the Famine and Plague expenditure, namely, Rx. 50,700 in 1898-99 and Rx. 64,100 in 1899-1900.

64. Burma in our opinion requires no assistance, nor, if we make a strict reckoning, do the North-Western Provinces or the Punjab. But the expenditure in these two provinces has been limited by the consideration of their general financial position, and they have also had to bear some expenditure, both direct and indirect, upon plague. We propose to give to the former a grant of Rx. 100,000, and to the latter a grant of Rx. 50,000.

65. All these amounts will be granted in the accounts of the year 1898-99, and the same amount (less the excess expenditure in the Central Provinces, Assam, Bengal, Madras, and Bombay already provided for by the Provincial Governments in their estimates) will be entered in the Estimates of 1899-1900 as expenditure out of Provincial balances under the head of Civil Works,—not as an invitation to the several Local Governments to expend the amounts in that year, but as a permission to them to do so (by re-appropriation or otherwise), if on a consideration of their general financial position and of the necessity of keeping a balance in hand, they deem it advisable. The amounts thus entered include in the case of Bengal and Madras the payments they may make against the grants of Rx. 20,000 and Rx. 30,000 referred to in paragraphs 51 and 54. The Provincial Governments should, however, bear in mind that the grants now made are grants made once for all, and that it will be dangerous for them to take them as warranting any expenditure of a recurring character; also that the Government of India in making the grants admits against itself no liability to make



good to Provincial Governments the loss or expenditure incurred by them in respect of the kinds of expenditure to which it has had regard in assessing the distribution of the grants ; but admits merely that as in times of Provincial financial prosperity it has called upon the provinces to come to the aid of the general exchequer, so in times of Imperial financial prosperity it is reasonable and expedient that it should depart from a strict interpretation of its financial relations to the Provincial Governments and aid them when at the same time they have had, and have, special financial misfortunes pressing on them. Perhaps I may refer in this connexion to paragraphs 127, 128 and 129 of Major Baring's (Lord Cromer's) financial statement of 1883.

66. These several free grants, as they may be called, are specially entered in the figures attached to the Financial Statement and are in addition to those entered at the end of the statement in paragraph 47. They are :—

	Rx.
Central Provinces . . . . .	50,000
Assam . . . . .	100,000
Bengal . . . . .	150,000
North-Western Provinces . . . . .	100,000
Punjab . . . . .	50,000
Madras . . . . .	100,000
Bombay . . . . .	150,000
<b>TOTAL . . . . .</b>	<b>700,000</b>

67. We have made fairly ample provision next year, namely, Rx. 126,400 in connection with the estimates of Bombay, Rx. 64,100 in Madras, and Rx. 209,500 not yet appropriated, for expenditure on combating the plague, which we may not unlikely have to meet in the future out of Imperial resources as we have done in the past. But we are not prepared, in a general way, to pay, out of Imperial resources, all the direct expenditure which the plague may cause, or to relieve Municipalities and other Local Bodies from the burden which necessarily falls upon them in respect of sanitary and medical expenditure caused by the approach or the advent of plague. Still less can we undertake to make up to Provincial Governments the excess expenditure which may have to be incurred under Police or in the other ordinary departments of Provincial Administration, or invite them to deal with ordinary administrative demands upon them with the same freedom which might be possible and even advisable, were we not all in the presence of a threatening calamity that necessitates our husbanding our resources as far as is possible.

### TWENTY YEARS' FINANCE.

68. Following up a purpose which I set before myself in last year's Financial Statement, I published, contemporaneously with the Finance and Revenue Accounts of last year, a summary of these accounts for the twenty years ending March 31, 1898. The summary was necessarily a statement of figures only, with no attempt at criticism, and I desire here to give some continuous account of the results which the figures shew, and explain where our Revenue and Expenditure have during these twenty years increased or decreased. The plan I adopt is to take one set of figures as the standard of the Revenue and Expenditure at the beginning of the period (or rather, say, for the year 1879), and another set as representing the standard for 1896 (that is, before the famine burst on the land). These seventeen years may be taken as a period of practically continuous financial history.

69. For the first of these two standards I take the average of the figures of 1878-79 and 1879-80. If we eliminate the war figures of these two years, which



in a comparison such as the present ought to be excluded, we obtain the following figures:—

	1878-79. Rx.	1879-80. Rx.
Surplus or Deficit . . . . .	+ 2,134,098	- 1,227,893
War Expenditure, India . . . . .	600,109	4,591,644
"    England . . . . . £	76,110	174,480
Surplus if war be excluded . . . . .	2,810,317	3,538,231

But we have still further to modify these figures by reason of the fact that they did not provide for the full famine liability of Rx. 1,500,000, the Famine Insurance being at the time in suspense, owing to the heavy war expenditure. This consideration adds Rx. 1,187,177 and Rx. 1,396,353 to the expenditure and reduces the surpluses to Rx. 1,623,140 and Rx. 2,141,878; or an average of Rx. 1,882,509.

That is, if we exclude consideration of war expenditure, and if we take Rx. 1,500,000 as the proper annual measure of famine liabilities, we had in 1879 a surplus of revenue of Rx. 1,882,500.

70. To find the similar figure for 1896, I take the figures of the Budget of that year which may be taken as expressing the standard of Revenue and Expenditure at the time. They are as follows, namely:—

	Rx.
Revenue in India (Budget) . . . . .	97,316,800
Expenditure, England, net (Budget) . . . . . £	15,738,300
Exchange (according to rate actually realized) . . . . .	10,222,300
India (Budget), less Rx. 20,000 war . . . . .	69,368,500
Add—Amount wanting to make up Rx. 1,500,000 Famine Insurance . . . . .	500,000
Total . . . . .	95,826,100
Surplus of Revenue . . . . .	1,490,700

71. We have therefore, comparing the standard of 1879 with that of 1896, a slightly worse position in the latter of the two years. I have made a careful analysis both of the increase of Revenue and of the increase of Expenditure between the two years, and I find it to be as follows:—

#### Imperial Account.

	Rx.	Rx.	Rx.
Increase of Revenue under Salt, Customs, Tributes and Miscellaneous . . . . .	...	3,810,000	
Imperial Share of Increase of Revenue under Revenues provincially administered . . . . .	...	5,429,400	
Increase of net Revenues under Post Office, Telegraph, and Mint . . . . .	...	457,400	
Improvements under Debt Services, Railways, and Irrigation (excluding consideration of exchange) . . . . .	6,327,500		
Deduct—Loss by exchange charged against Railway Liabilities . . . . .	2,608,300		
		3,719,200	
Famine Insurance reduced in account by transfer to the preceding head of charges for interest on Indian Midland and Bengal-Nagpur Railways . . . . .	...	401,500	
Cessation of Railway Construction out of Revenue . . . . .	...	845,800	
Total available Improvement . . . . .	...		14,663,300



<i>Absorbed as follows:—</i>	Rx.	Rx.	Rx.
Deterioration of Opium Revenue . . .	...	3,679,800	
Addition to charges for exchange. (Rate diminished from 19'85 pence to 14'45 pence) . . . . .	7,337,300		
<i>Deduct</i> —Amount taken to Railway Account . . . . .	2,608,300		
		4,729,000	
Deficit on Civil Administration of Upper Burma . . . . .	...	455,300	
Army Services: net Charges increased from Rx. 16,693,700 to Rx. 22,167,800 (irrespective of exchange) . . . . .	...	5,474,100	
Charges under "Political" increased from Rx. 427,100 to Rx. 898,700 . . .	...	471,600	
Civil and Miscellaneous charges in India increased from Rx. 1,189,200 to Rx. 1,541,300 . . . . .	352,100		
<i>Less</i> —Savings by decrease under Assignments and Territorial Pen- sions and Stationery . . . . .	223,800		
		128,300	
Sterling Expenditure other than Army, Debt Services, and Railways in- creased (excluding exchange) from £2,486,400 to £2,920,200 . . . . .	...	433,800	
Total . . . . .	...	...	15,371,900
Excess of demand over available means . . . . .	...	...	708,600

#### Provincial Account.

Increase of Provincial share of Reve- nue under Revenues provincially ad- ministered (a) . . . . .	...	4,102,700	
Increase in net charges for Provincial Civil Administration from Rx. 14,374,900 to Rx. 18,160,800 . . .	...	3,785,900	
Balance of increase of Revenue not absorbed . . . . .	...	...	316,800

(a) That is,  $\frac{1}{2}$  of Land Revenue and of Excise:  $\frac{1}{2}$  of Assessed Taxes, Forest, and Registration:  $\frac{1}{2}$  of Stamps.

The deterioration on Imperial Account, Rx. 708,600, less the improvement on Provincial Account, Rx. 316,800, gives a net deterioration of Rx. 391,800, namely, a reduction in the surplus of Revenue from the standard of Rx. 1,882,500 in 1879 to that of Rx. 1,490,700 in 1896.

72. This list shews that the resources made available by increased revenue and careful administration have practically been absorbed by (1) Loss of Opium Revenue, (2) Increase of Exchange Charges, (3) Increase of Military Expenditure, (4) Increase of Political Expenditure, (5) Increase of Provincial Expenditure, i.e., of charges of Civil Administration, (6) Net Charges on account of Upper Burma.

73. On the first two of these no remark need be made here; they are misfortunes we have had to accept. The last may also be passed over without remark; the occupation of Upper Burma was a measure forced upon us by



political necessity, apart from any question of finance. The Province will, we trust, shortly meet the expenses of its civil administration, but naturally it does not as yet fully pay its way. The other three heads call for special explanation.

74. The subject of Military Expenditure is too vast to be entered on in detail. A general explanation of its increase was given by Sir Henry Brackenbury in the Budget Debate of 26th March 1896 and by Sir Edwin Collen on the same date in 1897. In respect of their military charges the Government of India feel the same necessity which presses upon all other Military Powers, and which has imposed upon even the most pacific nations increased burdens. Both our military system in its details and our general military and defensive policy are closely linked with those of England; and we cannot escape the necessity of increasing our defensive expenditure in the same way, though not perhaps to the same extent, that England does.

75. In illustration of this point I present the following figures; the English ones are taken from the Statistical Abstract of the United Kingdom, 1882 to 1896, pages 10 and 11:—

	DEFENSIVE EXPENDITURE, UNITED KINGDOM (a.)			DEFENSIVE EXPENDITURE, INDIA (b.)
	Army.	Navy.	Total.	Army and Military Works.
	£	£	£	Rx.
1882-83	15,133,451	10,259,853	25,393,304	16,928,587
1883-84	16,095,326	10,728,781	26,824,107	18,079,134
1884-85	18,600,338	11,427,064	30,027,402	16,955,165
1885-86	17,027,084	12,660,509	29,687,593	17,340,369
1886-87	18,429,272	13,265,401	31,694,673	19,413,293
1887-88	18,167,196	12,325,357	30,492,553	20,548,766
1888-89	15,919,738	12,999,895	28,919,633	20,305,140
1889-90	17,345,812	13,842,241	31,188,053	20,511,504
1890-91	17,550,023	14,125,358	31,675,381	20,821,160
1891-92	17,258,900	14,150,000	31,408,900	22,570,532
1892-93	17,541,700	14,302,000	31,843,700	23,705,932
1893-94	17,939,700	14,048,000	31,987,700	23,537,693
1894-95	17,899,800	17,545,000	35,444,800	23,966,973
1895-96	18,459,800	19,724,000	38,183,800	23,976,714
1896-97	18,269,800	22,170,000	40,439,800	24,384,447

(a) Excluding Expeditions and Naval Defence Fund.

(b) Excluding Special Defences and the following Expeditions: (1) Egypt, (2) Quetta, (3) Burma, (4) Chin-Lushai, (5) Chitral.

76. The result of these figures is to shew that while the Defence Expenditure in the United Kingdom has increased by 59 per cent, that in India has increased by only 44 per cent, even including the increase due to the fall of exchange, which affects Indian Military Expenditure in a special degree, owing to the

	£		
Net English Expenditure	4,000,000	large proportion of it that is measured by	
British Soldiers' pay	1,590,000	a sterling standard. The statement of	
<b>TOTAL</b>	<b>5,590,000</b>	expenditure in the United Kingdom is free	
		from disturbance by this cause; while, on	
		the other hand, the increase of Indian	
		expenditure includes Rx. 2,526,000 directly	
		due to this cause alone; and if this amount	
		were excluded, the percentage of increase	
		would be reduced to 29.	

77. The two most recent measures causing considerable increase of Military Expenditure were the raising of the pay of native soldiers in 1895, and of that of British soldiers in 1898. The former of these concessions had been delayed on financial grounds for a length of time which all our military advisers considered to be open to objection. The second measure, the increase of British soldiers' pay, is the



result of the determination of Her Majesty's Government on a question of general imperial policy.

78. Under the head of Political Expenditure, the increase measured by percentage is even more considerable; in amount it is Rx. 471,600. A few remarks will shew that this increase has been caused solely by the necessities of external policy. Two-fifths of the whole amount arises from the one item of Rx. 180,000 for the subsidy of His Highness the Amir of Afghanistan; and the Afghan Refugees cost at least Rx. 60,000 more. The period under consideration, moreover, has witnessed the rise and development of the Baluchistan Agency, which now accounts for Rx. 130,000 of the outlay charged under this head; the appointment of an Agent on the Perso-Afghan Frontier (Rx. 13,000); the occupation of the Gilgit and Chitral Frontier (Rx. 16,000); and considerable new expenditure, say, Rx. 40,000, in controlling the tribes and employing levies along the North-Western Frontier. The head "Political" contained also in 1896 Rx. 14,000 expended on the African Coast of the Gulf of Aden (the corresponding revenues are under Miscellaneous), and the scheme of Imperial Service Troops has caused a further increase of Rx. 22,000.

79. I pass to the figures shewn against Provincial (including Local) net expenditure, which has increased during the period under review from Rx. 14,374,900 to Rx. 18,160,800. These are the charges of Civil Administration generally, and under such heads increasing outlay is not only justifiable but inevitable, in every country in which civilization is not stationary or retrograding. The system of Provincial finance is based on the theory that the increase in the Provincial share of the Revenues can be set aside for increase of expenditure upon Civil Administration, and that, if the increase is kept within this limit, we have by this limitation, under ordinary circumstances, sufficiently taken into consideration the financial difficulties arising from falling exchange, from the necessities of Military and Political Expenditure, from wars and famines. We proceed, therefore, on the assumption that there is no objection to the Provincial share of the normal growth of Revenue being, as fast as it accrues, spent on administrative improvements. As has often been pointed out, a Provincial Government can do nothing with its money except spend it; it cannot, for example, utilize a surplus for remission of taxation.

### Conclusion.

80. The statement which I have laid before the Council exhibits, I think, a very favourable condition of Indian Finance. Some of these favourable elements are, I admit, temporary only, and due in a large measure to a specially active trade, others however are permanent and betoken the return of the prosperity and progress which I noted in my statement of March 1896, and which were so rudely interrupted by the outbreak of famine. The plague, though it is a great anxiety to both Imperial and Provincial Administrations, is, financially speaking, well within our power to cope with, and as the first responsibility for the measures taken in connexion with it rests with the Provincial Administrations, I have been particular to examine the position of the Provincial Financial Accounts, and trust that the measures of relief and assistance sanctioned by the Government of India and set out in the statement will enable them to face the difficulties in which they are placed, though I take for granted they do not claim relief from their share in the anxieties which are inseparable from financial administration in India.



## PART II.

## DETAILS OF THE ACCOUNTS AND ESTIMATES.

## Section I.—The Accounts of 1897-98.

81. The Revised Estimate of 1897-98 was framed for a deficit of Accounts of Rx. 5,283,100; in the closed Accounts this figure rises to Rx. 5,359,211, or 1897-98. Rx. 76,111 worse than was anticipated when the Revised Estimate was framed.

The variations between the figures finally entered in the Accounts of the year and those assumed for the purposes of the Budget and the Revised Estimate are explained in the Appropriation Report published in the *Gazette of India* of the 18th instant.

The following statement compares the Revised Estimates with the Accounts of the year:—

		Revised Estimate.	Accounts.	Accounts, better.	Accounts, worse.
<b>REVENUE.</b>					
India	Rx.	96,262,000	96,139,287	...	122,713
England	£	192,000	193,662	1,662	...
Exchange	Rx.	107,500	109,055	1,555	...
<b>TOTAL</b>	<b>Rx.</b>	<b>96,561,500</b>	<b>96,442,004</b>	<b>...</b>	<b>119,496</b>
<b>EXPENDITURE.</b>					
India—					
Imperial, Provincial, and Local	Rx.	77,136,300	76,939,069	197,231	...
Adjustment of Provincial and Local Surplus or Deficit	Rx.	—705,700	—457,678	...	248,022
<b>NET</b>	<b>Rx.</b>	<b>76,430,600</b>	<b>76,481,391</b>	<b>...</b>	<b>50,791</b>
England	£	16,241,000	16,198,263	92,737	...
Exchange	Rx.	9,123,000	9,121,501	1,499	...
<b>TOTAL</b>	<b>Rx.</b>	<b>101,844,600</b>	<b>101,801,215</b>	<b>43,385</b>	<b>...</b>
<b>DEFICIT</b>	<b>Rx.</b>	<b>—5,283,100</b>	<b>—5,359,211</b>	<b>...</b>	<b>76,111</b>

82. The Revenue in India was less than the sum anticipated in the Revised Estimate by Rx. 122,713, and the Expenditure finally chargeable against that Revenue, after making allowance for the adjustment of the sums by which Provincial and Local Revenues were in surplus or deficit, exceeded the forecast by Rx. 50,791. In India, therefore, the Accounts as a whole turn out worse than the Estimate by Rx. 173,504. Against this must be set an improvement in Revenue in England of Rx. 3,217, and a decrease in Expenditure in England of Rx. 94,176—in all Rx. 97,393, including exchange. The sum of Rx. 76,111, being the difference between the results obtained in India and England, represents the total falling-off in the Accounts as compared with the Revised Estimate of the year. 1897-98. General Results.

83. The Land Revenue actually realised fell short of the Revised Estimate by Rx. 248,658. In the North-Western Provinces the collections were over-estimated by Rx. 157,820, and in Bombay by Rx. 104,384; while in Burma a sum of Rx. 46,270 was collected in excess of the Estimate. Owing to the fact that the largest instalment of Land Revenue falls due towards the close of the financial year, there is at all times a difficulty in making a precise forecast of the March collections, and in the past year the Estimate was also indirectly affected by the 1897-98. Revenue in India.



famine, which left it uncertain to the last moment to what extent it would be possible to enforce any given measure of compliance with the revenue demand of the year.

The Opium Revenue proved worse than the Estimate by Rx. 62,528, due to a decline in the exports of Malwa Opium to China. On the other hand, the realisations under Customs show an improvement of Rx. 63,895, and the Railway Revenue rose by Rx. 90,857 owing to a slight increase of traffic on some of the Railways towards the close of the year.

1897-98.  
Expenditure in India.

84. On the Expenditure side the outlay on Famine Relief during the last weeks of the year was less by Rx. 66,112 owing to the cessation of operations earlier than had been anticipated. In the Railway Revenue Account there was a saving of Rx. 125,704 on the Revised Estimate mainly under Working Expenses. Army Expenditure shows an excess of Rx. 62,239 due to increased payments to Native Troops on account of compensation for dearness of provisions and forage.

1897-98.  
Revenue and Expenditure in England.

85. The reduction in Expenditure in England of £92,737, or including Exchange Rx. 94,176, consists for the most part of a saving under Army Charges of £67,773. The increase in Revenue in England comes to the trifling sum of £1,662, or including Exchange Rx. 3,217, and consists mainly of recoveries on account of stores.

86. The Expenditure not charged to Revenue amounted to Rx. 4,328,541 as compared with Rx. 4,604,600 entered in the Revised Estimate.

#### Section II.—Revised Estimate of 1898-1899.

1898-99.  
Statement of the gross figures.

87. The following is a general comparison of the Budget Estimates with the Revised Estimates of 1898-99:—

	Budget.	Revised.	Revised, better.	Revised, worse.
<b>REVENUE.</b>				
India . . . . Rx.	98,791,700	101,217,400	2,425,700	
England . . . . £	188,300	232,500	44,200	
Exchange . . . . Rx.	105,400	116,200	10,800	
<b>TOTAL . Rx.</b>	<b>99,085,400</b>	<b>101,566,100</b>	<b>2,480,700</b>	
<b>EXPENDITURE.</b>				
India—				
Imperial, Provincial, and Local Rx.	72,610,100	71,603,300	1,006,800	
Adjustment of Provincial and Local Surplus or Deficit . Rx.	—116,800	+1,417,900	...	1,534,700
<b>NET . Rx.</b>	<b>72,493,300</b>	<b>73,021,200</b>	<b>...</b>	<b>527,900</b>
England . . . . £	16,474,800	16,323,700	151,100	
Exchange . . . . Rx.	9,225,900	8,161,800	1,064,100	
<b>TOTAL . Rx.</b>	<b>98,194,000</b>	<b>97,506,700</b>	<b>687,300</b>	
<b>SURPLUS . Rx.</b>	<b>891,400</b>	<b>4,059,400</b>	<b>3,168,000</b>	

1898-99.  
General features.

88. The leading characteristic of 1898-99 is the rapid recovery of the revenue from the effect of the unfavourable conditions prevailing in the two preceding years. Under all heads of Revenue, except Stamps and Registration, the sums actually realised are largely in excess of the forecast framed a year ago. The general prosperity of the people has added to the receipts under Salt and Customs; abundant harvests have increased the Railway Revenue; Opium has sold for higher prices and has cost less to produce; the burden of famine



relief has been removed; military expenditure has been reduced earlier and to a larger extent than was anticipated; and the charge for exchange has been less by a crore of rupees than that assumed in framing the Budget. The only adverse feature is the revival and extension of plague which has increased the medical expenditure in every Province and injuriously affected some branches of revenue.

89. The Revenue in India is expected to exceed the Budget Estimate by 1898-99. *General Results.*  
 Rx. 2,425,700, and besides this there will be a reduction of expenditure of Rx. 1,006,800 made up of Rx. 518,600 under Army, Rx. 305,200 under Opium, and Rx. 208,500 under Public Works—Buildings and Roads. Of this total improvement in India of Rx. 3,432,500, Rx. 1,534,700 occurs under Provincial and Local, and Rx. 1,897,800 under Imperial. The Revenue in England shows an increase of £44,200, and the Expenditure a decline of £151,100. Adding to these a reduction of the net charge for exchange by Rx. 1,074,900, the final result is an increase of the surplus of the year by Rx. 3,168,000 from Rx. 891,400 to Rx. 4,059,400.

90. The more important increases of Revenue in India occur under the 1898-99. *Increase of Revenue in India.*  
 following heads:—

	Rx.
Land Revenue . . . . .	111,200
Opium . . . . .	349,600
Salt . . . . .	319,200
Provincial Rates . . . . .	92,100
Customs . . . . .	307,900
Forests . . . . .	102,400
Miscellaneous . . . . .	102,100
Railway Receipts . . . . .	884,200
Irrigation Major Works . . . . .	193,200

91. The increase of Rx. 111,200 in the collections of Land Revenue 1898-99. *Land Revenue.*  
 includes the following amounts in excess of the Estimate:—

	Rx.
Burma . . . . .	100,800
North-Western Provinces and Oudh . . . . .	52,000
Bombay . . . . .	33,600

In Burma the continuous expansion of cultivation induced by a fertile soil and light settlements and the revision of assessment-rates have added to the ordinary revenue, and the yield of the Capitation Tax has been raised by the natural increase of population. In the North-Western Provinces and Oudh large sums are expected to be realised on account both of ordinary arrears and of revenue suspended during the famine. The enhanced collections in Bombay include arrears due to plague in some districts and to bad seasons in others; while in Sind the revenue has been raised not only by these causes, but by a favourable inundation greatly extending the area under spring crops.

Account must also be taken of the following decreases:—

	Rx.
Madras . . . . .	32,100
Central Provinces . . . . .	35,000
India . . . . .	10,900



The decrease in Madras is due to a fall in the sales of lands benefited by the Periyar Irrigation Scheme in Madura; the Central Provinces figures are affected by suspensions of revenue and smaller recoveries of arrears; and the decline under India General is caused by the failure of the rains and general scarcity in Ajmir, and by drought, locusts, and low prices in Baluchistan where the Land Revenue is collected in produce.

92. Although the collections of Land Revenue in 1898-99 are expected to exceed the Budget Estimate, the Imperial share of the total collections will be considerably less by reason of the special contributions given in aid of Provincial resources which involve a re-adjustment of the Imperial and Provincial shares of the revenue.

The following table compares the respective shares as they appear in the Budget and Revised Estimates :—

	LAND REVENUE, BUDGET OF 1898-99.		LAND REVENUE, REVISED ESTIMATES OF 1898-99.	
	Imperial share.	Provincial share.	Imperial share.	Provincial share.
	Rx.	Rx.	Rx.	Rx.
Distribution according to Provincial Settlement	16,237,900	11,330,300	16,264,300	11,415,100
Add or Deduct— Special contribution in aid of Plague and Famine expenditure and of General Resources of Provincial Governments	—150,000	+150,000	—1,129,300	+1,129,300
Distribution according to Estimates	16,087,900	11,480,300	15,135,000	12,544,400

The contribution of Rx. 150,000 entered in the Budget Estimate of 1898-99 includes Rx. 80,000 granted to Assam in aid of expenditure incurred on the repair of Earthquake damages, and Rx. 70,000 to Bombay in aid of Plague expenditure. The amount in the Revised, Rx. 1,129,300, is made up as follows :—

	Rx.
General contribution in aid of Provincial resources as stated in paragraph 66 of this Statement	700,000
Special contribution in aid of Earthquake expenditure in Assam	80,000
Special contribution in aid of Plague expenditure by Local Bodies in Bengal	20,000
Special contribution in aid of Famine and Plague expenditure in Madras (Provincial and Local)	30,700
Special contribution in aid of Famine and Plague expenditure in Bombay	278,600
TOTAL	1,129,300

1898-99.  
Opium Revenue.

93. The receipts from Opium in Bengal are likely to exceed the estimate by Rx. 264,500, the bulk of which represents the difference between Rx. 1,000 a chest, the price assumed in the Budget for Bengal Opium, and Rx. 1,055, the average actually realised. At the same time the quantity sold during the last three months of the year has risen by 450 chests, representing an increase in revenue of Rx. 51,600. More favourable conditions in the China market, aided by the reduction of the pass-duty on Malwa Opium from Rx. 600 to Rx. 500 per chest, which took place in October 1897, seem to have brought about a substantial recovery of the trade, though the exports have as yet hardly returned to the



level at which they stood before the great decline of 1896-97 and 1897-98. The result is an increase in the receipts over the estimate of Rx. 84,000.

94. Of the increase of Rx. 319,200 under Salt, the sum of Rx. 215,000, which has been realised in Madras, represents mainly the recovery of revenue deferred under the credit system from the previous year. The revenue brought to account during the year has probably also been to some extent enhanced by the fact that the rise in the price of Government paper during the last few months has tended to discourage resort to the credit system and to stimulate cash sales. 1898-99.  
Salt Revenue.

The receipts of the Northern India Salt Department show an increase of Rx. 52,200 due partly to normal development, but mainly to the revival of trade in Kohat salt consequent on the pacification of the frontier.

95. An increase of Rx. 23,200 in Bengal is due to the receipts under Local having been under-estimated in the Budget. In the North-Western Provinces Rx. 17,100 and in Madras Rx. 22,900 have been added in the collection of arrears, and in Bombay the increase of Rx. 17,600 has followed the rise in Land Revenue. 1898-99.  
Provincial  
Rates.

96. Of the rise of Rx. 307,900 under Customs, Rx. 199,100 occurs in Burma, —Rx. 66,200 under Imports, chiefly Manufactured Articles, Liquors, and Articles of Food and Drink, and Rx. 130,000 under Export Duty on Rice. Bengal accounts for Rx. 105,000 distributed over Articles of Food and Drink, Silver Bullion and Coin, Oils, and Liquors; and Bombay shows Rx. 37,000 comprising considerable increases under Oils, Liquors, Silver Bullion and Coin, Articles of Food and Drink, and Excise on Cotton Goods, and substantial decreases under Manufactured Articles and Import Duty on Cotton Goods. A decline of Rx. 34,200 in Madras occurs under Spirits and Liquors, Imported Cotton Goods, and Miscellaneous Exports. 1898-99.  
Customs Revenue.

97. The increase of Rx. 102,400 under Forests is made up of a rise of Rx. 199,500 in Burma, mainly due to the large demand for, and high market value of teak timber, which has added Rx. 111,500 to the royalty paid by the Bombay-Burma Trading Corporation for the forests from which they derive their supplies. The increase also includes a sum of Rx. 12,000 paid by the same Company in connection with mal-practices committed by their employés. A reduction of Rx. 71,400 in Bombay is ascribed to the depression in trade caused by the continuance of plague, and to the smaller demand for locomotive fuel in Sind and for forest produce in general. 1898-99.  
Forest Revenue.

98. The increase of Rx. 102,100 under Miscellaneous Revenue includes one sum of Rx. 57,400 recovered from the Burma Railway Company for the value of work done by famine labour on the Meiktila-Myingyan Railway, and another of Rx. 37,500 realised in Madras by the sale of cloth manufactured at Government expense during the recent famine in order to afford relief to weavers in distress. 1898-99.  
Miscellaneous.

99. The great rise of Rx. 884,200 in Railway Revenue in India is mainly due to the general development of traffic of all kinds which results directly and indirectly from the opening of new sections of line, and to the large export of grain which was rendered possible by the harvesting of good winter crops. The more important increases occur on the following lines:— 1898-99.  
Railway Revenue.

	Rx.
North-Western . . . . .	310,000
Great Indian Peninsula (net) . . . . .	416,000
Bombay, Baroda and Central India (net) . . . . .	210,000
East Indian . . . . .	200,000
Rajputana-Malwa . . . . .	160,000



and the more important decreases on the following :—

	Rx.
Eastern Bengal . . . . .	110,000
Southern Mahratta . . . . .	115,000
South Indian . . . . .	70,000
Mysore . . . . .	55,000
East Coast, including Bezwada-Madras . . . . .	60,000
Madras (net) . . . . .	55,000

The reduction on the Eastern Bengal State Railway was due to a short jute crop, and that on the Railways in Southern India to the effect of plague on the passenger traffic. The falling-off on the East Coast Railway was caused by delay in opening the Bezwada-Madras Section.

100. The increase of Rx. 193,200 in Irrigation Revenue is distributed as follows :—

	Rx.
North-Western Provinces and Oudh . . . . .	56,200
Punjab . . . . .	120,800
Other Provinces . . . . .	16,200

In the North-Western Provinces the area irrigated during the past *Kharif* season was larger than had been anticipated. A similar expansion of irrigation occurred on the Bari Doab, Sirhind, and Swat River Canals in the Punjab and on the Deccan and Guzarat Canals in Bombay, while in Sind a better supply of water produced an enhanced demand. The receipts were also raised by the recovery of outstanding balances on the Western Jumna Canal and in the Deccan and Guzarat.

101. The only decrease of any moment in the revenue of the current year occurs under the head of Telegraph Receipts, which show a falling-off of Rx. 154,800 made up as follows :—

	Rx.
Indian Telegraph . . . . .	114,400
Indo-European Telegraph . . . . .	40,400

The falling-off under the former head is due partly to the cessation of military operations on the North-West Frontier, but chiefly to the fact that, since the practice of delivering deferred telegrams by hand instead of sending them by post has been introduced, this class of message has gained greatly in popularity, and has to a considerable extent taken the place formerly occupied by ordinary and urgent messages. The decline in the Indo-European receipts occurs in the message traffic with the Indian Telegraph Department transferred at Karachi.

102. The more important increases of expenditure in India are :—

	Rx.
Medical . . . . .	327,800
State Railways: Working Expenses . . . . .	106,100
Guaranteed Companies: Surplus Profits, Land, and Supervision . . . . .	106,100
Mint . . . . .	49,000

103. The large increase under Medical is due to the impossibility of making an accurate forecast of the expenditure required to guard against the spread of the plague in new directions, and to combat the disease where it has once become established. The cost of these operations continues to be far heavier in Bombay than elsewhere, and out of the total increase of Rx. 327,800 in the expenditure entered under Medical no less than Rx. 268,200 has been incurred in that province. The following statement gives an estimate of the cost in each province under Imperial, Provincial, and Local heads of the preventive and remedial



measures undertaken in 1896-97, 1897-98, 1898-99, and contemplated in 1899-1900:—

*Statement of direct and indirect expenditure connected with the plague under the various heads of Accounts for the years 1896-97, 1897-98, 1898-99, and 1899-1900.*

	India.	Central Provinces.	Bengal.	North-Western Provinces and Unch.	Punjab.	Madras.	Bombay.	TOTAL.
<i>Accounts, 1896-97.</i>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
3.—Land Revenue	...	...	...	...	...	...	100	100
18.—General Administration	...	...	...	...	...	...	3,100	3,100
19A.—Courts of Law	...	...	...	200	...	...	200	400
19B.—Jails	...	...	100	...	...	...	...	100
20.—Police	...	...	...	100	...	...	900	1,000
24.—Medical	...	200	4,300	500	300	...	13,800	19,000
<b>TOTAL</b>	...	200	4,400	800	300	...	18,100	23,700
<i>Accounts, 1897-98.</i>								
3.—Land Revenue	...	...	...	300	600	...	2,100	3,000
5 and 7.—Salt and Excise	...	...	...	...	...	...	100	100
9.—Customs	...	...	...	...	...	...	600	600
11.—Forest	...	...	...	...	...	...	100	100
18.—General Administration	4,100	...	...	...	100	...	9,300	13,500
19A.—Law and Justice, Courts of Law	...	...	...	700	300	200	700	1,900
20.—Police	300	...	1,300	1,100	1,000	100	12,800	16,700
23.—Education	...	...	...	...	...	...	100	100
24.—Medical	6,100	6,000	30,700	23,800	13,400	6,400	210,600	297,000
25.—Political	...	...	...	...	...	...	100	100
30.—Stationery and Printing	...	...	...	...	...	...	1,200	1,200
45.—Civil Works	...	...	...	...	...	...	14,300	14,300
<b>TOTAL</b>	10,400	6,000	32,200	25,900	15,400	6,700	252,000	348,600
<i>Revised Estimates, 1898-99.</i>								
3.—Land Revenue	...	...	...	300	6,500	300	1,700	9,000
5 and 7.—Salt and Excise	...	...	...	...	...	100	...	100
9.—Customs	...	...	...	...	...	...	800	800
15.—Post Office	...	...	...	...	...	100	...	100
18.—General Administration	2,900	...	...	...	100	400	10,400	13,800
19A.—Law and Justice—Courts of Law	...	...	...	300	2,400	100	700	3,500
20.—Police	700	...	4,000	7,000	9,500	600	16,800	38,600
24.—Medical	16,000	17,200	15,600	19,800	29,600	56,500	354,200	508,900
25.—Political	...	...	...	...	...	...	300	300
30.—Stationery and Printing	600	...	...	...	...	...	1,400	2,000
45.—Civil Works	...	...	...	...	...	...	3,800	3,800
<b>TOTAL</b>	20,200	17,300	19,600	27,400	48,100	58,300	390,100	580,900
<i>Budget Estimate, 1899-1900.</i>								
3.—Land Revenue	...	...	...	...	...	4,100	1,700	5,200
5 and 7.—Salt and Excise	...	...	...	...	...	700	...	700
9.—Customs	...	...	...	...	...	...	400	400
15.—Post Office	...	...	...	...	...	100	...	100
18.—General Administration	1,700	...	...	...	...	400	10,500	12,600
19A.—Law and Justice, Courts of Law	...	...	...	...	...	400	...	400
20.—Police	1,400	...	3,800	5,000	...	2,900	13,800	31,900
24.—Medical	223,500	17,800	5,000	20,800	5,500	139,100	152,000	503,700
25.—Political	...	...	...	...	...	...	100	100
30.—Stationery and Printing	1,000	...	...	...	...	...	1,500	2,500
<b>TOTAL</b>	227,600	17,800	13,800	25,800	5,500	147,700	179,400	617,600
<b>GRAND TOTAL, FOUR YEARS.</b>	358,200	41,200	70,000	79,000	69,200	212,700	839,600	1,570,800



104. The Statement illustrates the gradual spread of plague since its first appearance in Bombay in 1896-97. In that year the measures undertaken to check the progress of the disease cost Rx. 23,700, of which Rx. 18,100 was spent in the area where it was actually prevalent, the balance representing outlay on railway inspection and similar measures designed to guard against its extension to provinces not then infected. In 1897-98 the total expenditure rose to Rx. 348,600, including Rx. 252,000 in Bombay and Sind. In addition to this, Bengal devoted Rx. 32,200 to the development of protective measures on lines of railway and to watching arrivals from infected areas; the North-Western Provinces and Oudh spent Rx. 25,900 in suppressing the outbreak of plague at Hardwar; and the Punjab spent Rx. 15,400 on preventive operations in the districts of Jullundur and Hoshiarpur. In 1898-99 there was a further increase of the total expenditure, as shown in the Revised Estimate, to Rx. 580,900, including Rx. 390,100 in Bombay, Rx. 58,300 in Madras where the plague has appeared in several districts, Rx. 48,100 in the Punjab, Rx. 27,400 in the North-Western Provinces, Rx. 19,600 in Bengal where protective arrangements were maintained and an outbreak occurred in Calcutta, and Rx. 20,200 under India General which includes the cost of combating the outbreak in Bangalore.

105. The estimate for next year amounts to Rx. 617,600, and provides for an increase of expenditure in Madras from Rx. 58,300 to Rx. 147,700; while the charges in Bombay are taken at Rx. 179,400, or Rx. 210,700 less than the Revised figures of the current year. A provision of Rx. 209,500 has been made under India General in order to meet requirements which cannot now be foreseen.

106. During the four years covered by the Statement the total expenditure by Government and District Funds in India amounts to Rx. 1,570,800, to which must be added £22,560 (including Exchange Rx. 34,862) spent in England on payments to doctors and nurses engaged for service in India. Even where plague itself has not appeared the necessity of maintaining inspection camps on the chief lines of communication imposes a severe burden on Provincial finances and strains the resources of the medical staff. The Statement takes no account of the heavy expenditure incurred by Native States and Municipalities except in so far as it includes grants made by the Bombay Government in aid of municipal outlay on plague.

The expenditure from the Home Treasury on account of pay, passage, etc., of medical officers and lady nurses in each of the four years has been or will be as follows:—

	Sterling. £	Exchange. Rx.	Total. Rx.
1896-97 . . . . .	1,013	669	1,682
1897-98 . . . . .	11,247	6,333	17,580
1898-99 (Revised) . . . . .	5,300	2,700	8,000
1899-1900 (Budget) . . . . .	5,000	2,600	7,600
<b>TOTAL</b> . . . . .	<b>22,560</b>	<b>12,302</b>	<b>34,862</b>

1898-99.

State Railways:  
Working Expenses.

107. The rise in the Working Expenses of State Railways represents for the most part the cost of earning the increased revenue mentioned in paragraph 99 above. It is due chiefly to the heavier traffic worked, the greater lengths of mileage open, and to more extensive renewals of stock and permanent-way. Some lines have also had to provide for special repairs of the damage caused by the earthquake of 12th June 1897 and by floods. The more important increases occur on the following Railways:—

	Rx.
East Indian . . . . .	190,000
Rajputana-Malwa . . . . .	90,000
Assam-Bengal . . . . .	36,000



These are, however, to some extent counterbalanced by a decrease in the Working Expenses of the other lines noted below :—

	Rx.
North-Western . . . . .	100,000
East Coast, including Bezwada-Madras . . . . .	40,000
Southern Mahratta . . . . .	35,000
Mysore . . . . .	23,000
Oudh and Rohilkhand . . . . .	20,000

108. The increase of expenditure under Surplus Profits, Land, and Supervision is made up of an increase under Surplus Profits of Rx. 197,300 and a decrease under Land and Supervision of Rx. 91,100. Under the former head no provision was made in the Budget Estimate for the payment of surplus profits to the Madras Railway Company, and the goods earnings of the Bombay, Baroda and Central India and the Great Indian Peninsula were under-estimated. The charges under Land and Supervision are reduced owing to less land being taken up for the Calicut-Cannanore Branch in Madras and certain minor lines in Bombay than had been originally expected.

109. The increase in Mint expenditure occurs partly under temporary establishment and overtime allowances for the recoinage of Bhopal and Kashmir rupees—an outlay more than counterbalanced by an increase in the Mint receipts. But the major portion of the increase is due to a loss of Rx. 40,000 on copper coinage in 1898-99. The gain or loss on copper coinage represents the difference between the face value of the coins actually put into circulation and the cost of making and distributing them. Of the enormous quantity of copper coin issued in the famine years for relief payments, a large proportion is now returning from circulation because it is in excess of the normal requirements of the people. The Estimate provides for the resulting loss on the coins so returned.

110. The more important decreases of expenditure occur under the following heads :—

	Rx.
Land Revenue . . . . .	59,600
Opium . . . . .	305,200
Salt . . . . .	53,400
Education . . . . .	60,300
Political . . . . .	83,000
Subsidised Railway Companies : Land and Subsidy . . . . .	81,200
Civil Works . . . . .	208,500
Army . . . . .	518,600

111. The decrease of Rx. 59,600 under Land Revenue occurs for the most part under the heads of Salaries, Exchange Compensation Allowance, Establishments, and Savings under Survey and Settlement in the North-Western Provinces, the Punjab, and Burma. The decrease of Rx. 15,400 in Madras is mainly under Local, and arises from delay in giving effect to a scheme for raising the pay of village accountants.

112. Under Opium the reduction of Rx. 305,200 in the estimated expenditure is almost wholly under Payments to Cultivators, which vary from year to year with the yield of the crop. The greater part of it occurs in Behar, where the sums likely to be required seem to have been greatly over-estimated.

113. Of the decline of Rx. 53,400 under Salt, Madras accounts for Rx. 25,100, more than half of which is under the Purchase and Freight of Salt. A decrease of Rx. 12,500 in Bengal is due to the whole of the Preventive Staff sanctioned for Orissa not having been appointed during the year. A similar decline in the expenditure of the Northern India Salt Department is due to smaller payments of salaries, reduction of charges for manufacture, and to the abolition of the Indus Preventive Line.



1898-99.  
Education  
Expenditure.

114. The decline of expenditure on Education is largest in Bengal (Rx. 17,200), owing to the charges on account of salaries being over-estimated, and in Bombay (Rx. 12,700) where the outlay was affected by the prevalence of plague.

1898-99.  
Political  
Expenditure.

115. Of the reduction of Rx. 83,000 under Political Expenditure, more than half is due to the subsidy to the Amir of Kabul not having been drawn in full. An apparent saving is also caused by the charges for the escort of the Burma-China Boundary Delimitation Commission being adjusted in the Military Accounts.

1898-99.  
Subsidised  
Railway Com-  
panies: Land and  
Subsidy.

116. The decrease in the payments to Subsidised Railway Companies occurs wholly in the item of land, and is due to the programme of the year not having been worked up to in the case of the Bengal and North-Western, Bhagalpur-Baidyanath, Mymensingh-Jamalpur, Amritsar-Sarhali, Jullundur-Hoshiarpur, and several other Railways.

1898-99.  
Civil Works.

117. Of the entire saving of Rx. 208,500 anticipated under the head of Civil Works, Rx. 118,800 occurs in the Local Section of the Estimates, and is due partly to the failure of District Boards to work up to their estimates, and partly to the estimates themselves having been revised in Bombay and Madras in order to provide funds for plague purposes. The former cause accounts for differences of Rx. 35,000 in Bengal, Rx. 21,400 in the North-Western Provinces and Oudh, and Rx. 12,400 in Burma; and the latter for decreases of Rx. 26,100 in Bombay, and Rx. 22,000 in Madras.

In the Provincial Section the savings amount to Rx. 69,600, of which the North-Western Provinces and Oudh contribute Rx. 9,000, Bombay Rx. 13,500, and Madras Rx. 18,400. In the North-Western Provinces the decrease is due partly to expenditure proceeding at a slower rate than was expected, and partly to the transfer of the Ghazipur Steam Ferry to the Bengal and North-Western Railway. In Bombay grants were reduced on general financial grounds after the Budget was passed, and in Madras savings were caused by a transfer to the Educational Department and by the non-payment of grants to Municipalities for water-supply projects.

1898-99.  
Army  
Expenditure.

118. The large decrease of Rx. 518,600 in Army Expenditure in India comprises the following important reductions:—

	Rx.
Military operations and special services due to the demobilisation of the Tirah Expeditionary Force in April 1898, and the substitution of the Khyber Brigade with moveable column for the Khyber Force as originally constituted . . . . .	291,100
Saving on Exchange Compensation Allowance owing to the rise in exchange . . . . .	41,200
Reduced expenditure under Army and Garrison Staff and Regimental Pay and Allowances with reference to recent actuals . . . . .	24,500
Saving arising from the short strength of the Army . . . . .	55,700
Saving on account of Troops serving in East Africa and Mauritius and charged to the Imperial Government . . . . .	33,400
Transfer to the Civil Estimates of charges for the pay of officers on plague duty . . . . .	24,100
Lapse of provision for increase of Commissariat-Transport Officers . . . . .	20,000
Reduced price of food and forage . . . . .	65,000



119. One cause of saving which affects not only Army Expenditure, but most of the important heads of Expenditure in India, is the rise in the rate of exchange, on the basis of which the Exchange Compensation Allowances have been calculated. The average rate assumed in the Budget Estimate of 1898-99 for this calculation was  $15\frac{1}{2}d.$ ; but the four quarterly rates with reference to which the allowances have been actually paid are  $15\frac{3}{4}d.$ ,  $15\frac{1}{2}d.$ ,  $15\frac{1}{4}d.$ , and  $15\frac{1}{2}d.$ , yielding an average for the whole year of  $15\frac{1}{4}d.$  The consequent saving amounts to Rs. 119,000.

1898-99.  
Exchange  
Compensation  
Allowances.

120. The Sterling receipts are expected to exceed the Budget Estimate by £44,200. The three important items composing this increase are: £18,000 under Interest on temporary investments of Cash Balance, the rates of interest realised being higher; £9,000 representing larger miscellaneous receipts connected with the supply of stores to India; and £10,400 under Army receipts, mainly in connection with the Indian Troop Service and other effective services.

1898-99.  
Revenue in  
England.

121. The Sterling expenditure is expected to be less than the Budget Estimate by £151,100. The important variations comprising this difference are (1) a reduction of £83,300 in the charge for interest on loans; (2) a saving of £145,200 in the Army effective and non-effective charges; and (3) increases of £36,300 and £24,400, respectively, under Civil Furlough Allowances and Military Works.

1898-99.  
Expenditure in  
England.

The Interest charges are less by £83,300, of which £35,400 represents a decrease in interest on India  $2\frac{1}{2}$  per cent Stock owing to the loan this year not having been issued so early as was expected; £44,900 comes under reduction in interest on India Bills, due to a smaller amount of Bills being issued; while in addition to these savings, £10,000 provided to meet interest on temporary loans from the Bank of England was not required. On the other hand, the discount on the loan of £6,000,000 India  $2\frac{1}{2}$  per cent Stock issued in July 1898 amounted to £702,300. As this sum is exceptionally large, it has been decided to depart from the usual practice of entering the whole of it as a charge on the Revenue of the year, and to reduce the amount of debt incurred in excess of the money actually raised by means of a Discount Sinking Fund spread over 50 years, the rate of interest adopted in the calculation for the Sinking Fund being  $2\frac{1}{2}$  per cent. A sum of £7,000 has accordingly been entered in the Revised Estimate as the first investment towards this Sinking Fund.

As regards Army charges, the reduction in the demands for stores—mainly Ordnance stores—amounted to £105,000, and the payments for pay and pensions of non-effective and retired officers of the Indian Service and for furlough allowances of officers of that service are expected to be less than the Estimate by £88,000. On the other hand, arrear payments of £34,500 due to the War Office for effective and non-effective Army charges of the year 1897-98 have been made in the current year; there has also been an excess charge of £17,000 under the head of Troop Service.

The payments for Civil Furlough and Absentee Allowances have exceeded the Estimates owing to the exceptionally large number of officers on furlough, and the demands for stores required for the Bangalore Water-works have swelled the expenditure on account of Military Works.

122. The net charge for Exchange on Sterling expenditure is less than in the Budget Estimate by Rs. 1,074,900. The net Sterling expenditure is less by £195,300, and the Exchange on this difference at the rate of £1 = R 15.6, the rate of the Budget Estimate, is Rs. 109,400, which is the saving in Exchange due to the decrease in Sterling payments. The direct saving from the rise in the rate of Exchange from £1 = R 15.6 to £1 = R 15 is, therefore, Rs. 965,500.

1898-99.  
Exchange.



## Section III.—Budget Estimate of 1899-1900.

1899-1900.  
Statement of the  
gross figures.

123. The following is a general comparison of the Budget Estimate of 1899-1900 with that of 1898-99:—

		1898-99.	1899-1900.	1899-1900, better.	1899-1900, worse.
<b>REVENUE.</b>					
India . . . . .	Rx.	98,791,700	101,615,900	2,854,200	
England . . . . .	£	188,300	207,100	18,800	
Exchange . . . . .	Rx.	105,400	108,500	3,100	
<b>Total</b> . . . . .	Rx.	99,085,400	101,961,500	2,876,100	
<b>EXPENDITURE.</b>					
India—					
Imperial, Provincial, and Local	Rx.	72,610,100	73,762,600		1,152,500
Adjustment of Provincial and Local Surplus or Deficit . . . . .	Rx.	—116,800	—924,700	807,900	
<b>Net</b> . . . . .	Rx.	72,493,300	72,837,900		344,600
England . . . . .	£	16,474,800	16,531,600		56,800
Exchange . . . . .	Rx.	9,225,900	8,659,400	566,500	
<b>Total</b> . . . . .	Rx.	98,194,000	98,028,900	165,100	
<b>SURPLUS</b> . . . . .	Rx.	891,400	3,932,600	3,041,200	

1899-1900.  
Main features.

124. The year opens with fair promise. Except in limited areas in the Central Provinces and the Punjab the agricultural prospects are good, and the bulk of the population have returned to the standard of living which prevailed before the scarcity compelled them to reduce their consumption of all but absolute necessities. An expansion is accordingly looked for under all the principal heads of Revenues, except Registration fees, which are really payments for services rendered; and Railway receipts, which are a good test of general prosperity, are expected to show a corresponding increase. The only serious rise of expenditure is in the medical charges connected with the plague: the other increases represent improvements of administration, or outlay required to earn increased revenue.

1899-1900.  
General Results.

125. The Revenue in India is expected to exceed the estimated receipts of 1898-99 by Rx. 2,854,200, while the Expenditure, after allowing for the adjustment of Provincial and Local surpluses or deficits, will be increased by Rx. 344,600. In England an improvement of £18,800 in Revenue is anticipated against a rise in Expenditure of £56,800. At the same time the net charge for exchange will be reduced by Rx. 569,600, so that the combined account works out to a surplus of Rx. 3,932,600, being Rx. 3,041,200 in excess of the estimated surplus of 1898-99.

1899-1900.  
Increases of Re-  
venue in India.

126. The following are the most important increases of Revenue in India:—

Land Revenue . . . . .	73,700
Opium . . . . .	673,900
Excise . . . . .	60,900
Provincial Rates . . . . .	91,500
Customs . . . . .	58,200
Assessed Taxes . . . . .	55,900
Forest . . . . .	55,100



Railways—

State, Gross Receipts . . . . .	854,500
Guaranteed, Net Traffic Receipts . . . . .	768,500

Irrigation—

Major Works—Direct Receipts . . . . .	139,800
Land Revenue due to Irrigation . . . . .	71,100

127. The growth of Land Revenue is most marked in Burma, where 1899-1900. Rx. 107,900 is expected to accrue from revision of assessments and increase in Land Revenue. cultivation. In the North-Western Provinces and Oudh Rx. 110,300 will be gained by enhancements of revenue resulting from the regular revision of settlements. An increase of Rx. 34,300 in the Central Provinces is due to provision having been made for the recovery of famine arrears. Decreases of Rx. 113,500 in Madras and of Rx. 25,400 in Bombay are caused by the reduction of the arrear balances which swelled the receipts in the current year added in the latter case to a less favourable inundation in Sind.

128. The Estimate anticipates an increase of Rx. 587,300 in the Opium Revenue in Bengal. Prices show an almost unbroken rise throughout the past year; 1899-1900. Opium Revenue. the average per chest has gone up from Rx. 1,023 in 1897-98 to Rx. 1,055 in the current year and the price realised at the sale of March 1899 is Rx. 1,149 against Rx. 948 at the same time a year ago. Rx. 1,100 has accordingly been taken as the average price for the ensuing year. In Bombay it is assumed that the revival of the trade in Malwa Opium, which has followed on the reduction of duty, will continue unabated, and that the number of chests exported will be the same as in the current year. On this basis an increase in revenue of Rx. 84,000 is looked for.

129. The Excise Revenue has been slow to recover from the depression 1899-1900. Excise Revenue. caused by the famine, and the Estimate anticipates only the moderate increase of Rx. 60,900. To this the North-Western Provinces and Oudh contributes Rx. 67,500 due to the normal growth of revenue and to the introduction of administrative reforms, while Burma, Bengal, and Bombay look forward to increases of about Rx. 25,000 apiece. On the other hand, the actuals of the current year in Madras point to a decline in revenue which is estimated at Rx. 110,000.

130. Of the increase of Rx. 91,500 under Provincial Rates, Bengal contributes 1899-1900. Provincial Rates. Rx. 38,700 arising from the completion of revaluations in the Districts of Dinajpur and Backerganj. In Madras an increase of Rx. 21,600 is looked for from Village Service Funds.

131. In Bengal an increase of Customs Revenue, amounting to Rx. 55,000, 1899-1900. Customs Revenue. is anticipated, mainly under Liquors, Articles of Food and Drink, and Silver Bullion and Coin. In Burma an aggregate improvement of Rx. 51,200 is expected under Export Duty on Rice and various heads of Import Duty, specially Liquors, Articles of Food and Drink, and Manufactured Articles. The Estimate for Madras shows a decline of Rx. 34,200, chiefly under Liquors, Imported Cotton Goods, and Exports.

132. The increase under the head of Assessed Taxes is largest in Bengal 1899-1900. Assessed Taxes. (Rx. 25,000) and in Madras (Rx. 15,000), and is due to progressive revision of the assessments and to general improvement in the administration of this head of revenue.

133. An increase of Rx. 69,700 under Forest Revenue anticipated in Burma 1899-1900. Forest Revenue. really represents a decline from the abnormal receipts for which credit has been taken in the Revised Estimates. The demand for teak at the present high prices is expected to fall off; the Bombay-Burma Trading Corporation will reduce their exports of timber from the Pyinmana forests, and the revenue obtained in the form of royalty will be diminished in proportion.



1899-1900.  
Railway Revenue.

134. The Railway Revenue of the coming year is estimated at Rx. 1,623,000 in excess of the amount taken in the Budget of 1898-99. The forecast is justified by the excellent promise of the spring crops and by the additional mileage likely to be opened for traffic during the year.

1899-1900.  
Irrigation Revenue.

135. The Estimate of Irrigation Direct Receipts for 1899-1900 is based upon the normal expectations of Revenue, and anticipates a falling-off from the exceptionally high returns indicated by the Revised Estimate of the current year. As compared with the Budget of 1898-99, it provides for an increased Revenue of Rx. 139,800, which includes an increase of Rx. 80,200 in the Revenue from the Canals in the Punjab, and Rx. 54,100 from Canals in the North-Western Provinces and Oudh, due in each case to the growth of the demand for canal irrigation.

1899-1900.  
Decrease of Revenue.

136. The only important decrease of Revenue in India occurs under Telegraph Receipts, which show a falling off of Rx. 130,400 as compared with the Budget of 1898-99. This, however, represents an advance of Rx. 24,400 on the Revised Estimate of the current year, and indicates that the growth of operations in India is overtaking the decrease of Revenue brought about for the time being by the cessation of military operations, the extended use of deferred messages, and the falling-off in the Indo-European message traffic transferred at Karachi.

1899-1900.  
Decreases of Expenditure.

137. The chief reductions in Expenditure in India occur under the following heads:—

	Rx.
Army Services . . . . .	1,171,500
Interest on Ordinary Debt . . . . .	202,000
Famine Relief . . . . .	79,400
Construction of Protective Railway . . . . .	178,300

1899-1900.  
Army Expenditure.

138. The following are the principal causes which have contributed to bring about the important decrease of Rx. 1,171,500 in Army charges:—

	Rx.
Reduction of Military Operations and Special Services . . . . .	1,176,500
Saving under pay of British troops due to exchange being taken at 1s. 4d. instead of 1s. 3½d. the rupee . . . . .	120,000
Saving in Exchange Compensation . . . . .	20,800
Saving under Regimental Pay and Allowances . . . . .	45,000
Fall in the prices of food-supplies . . . . .	60,000
Saving due to the cost of the 1st Bengal Infantry stationed at Mauritius being debited to Her Majesty's Government . . . . .	21,200
	<u>1,443,500</u>

Against the above important decreases in expenditure the following increases are provided for:—

Provision of messing allowance made for the whole year instead of for part only as in 1898-99 . . . . .	114,600
Smaller deduction in India on account of excess provision in the Home Estimates . . . . .	48,300
Mobilisation Equipment of the additional corps included among the extra units of the field Army . . . . .	39,500
Reserve of compressed fodder to facilitate mobilisation operations . . . . .	37,600
Re-establishment of Cantonment Hospitals . . . . .	20,700
	<u>260,700</u>



139. As was explained in last year's Financial Statement, the decrease of Interest charges represents for the most part the interest on the difference between the Capital Expenditure on Railways and Protective Works and ordinary loans contracted in India. 1899-1900.  
Interest on Debt.

140. Except in a small portion of the Central Provinces where the people have not yet recovered from the famine of 1897-98, and in the South eastern districts of the Punjab where both the *kharif* and the *rabi* have suffered from want of rain and the area protected by irrigation is small, the prospects of the coming year are excellent, and it has not been found necessary to make any substantial provision for the relief of scarcity. Out of Rx. 85,000 provided last year to meet the probable wants of certain districts in Madras where the cold weather rains had partially failed, only Rx. 1,700 was spent and the small sum of Rx. 5,700 now entered is almost entirely intended to meet the possible requirements of Hissar and the neighbouring districts of the Punjab. 1899-1900.  
Famine Relief.

141. The Budget Estimate of 1898-99 provided Rx. 668,300 for outlay on the construction of Protective Railways, and this was raised during the year to Rx. 695,400 distributed as follows:— 1899-1900.  
Construction of  
Protective  
Railways.

	Rx.
East Coast Railway . . . . .	50,000
Bezawada-Madras . . . . .	559,400
Godavari Bridge . . . . .	166,400
Guntakul-Mysore . . . . .	— 400
South Indian . . . . .	— 200,000
	<hr/>
	695,400

For the coming year the Expenditure has been placed at Rx. 490,000 allotted to—

	Rx.
East Coast Railway . . . . .	40,000
Bezawada-Madras . . . . .	30,000
Godavari Bridge . . . . .	200,000
South Indian . . . . .	50,000
Madura-Paumben . . . . .	100,000
Tinnevely-Quilon . . . . .	70,000
	<hr/>
	490,000

If to this latter sum be added Rx. 370,400, being the net charge for the Indian Midland and Bengal-Nagpur, two Protective Railways constructed by Companies; Rx. 603,900 set apart for Reduction of Debt; Rx. 30,000 allotted for Protective Irrigation Works; and Rx. 5,700 for the relief of distress, the resulting total makes up the sum of Rx. 1,500,000 set apart for expenditure on Famine Insurance.

142. The rate of exchange assumed in the Budget Estimates for 1899-1900 for the purpose of calculating Exchange Compensation Allowances is 15½d. the rupee, and the total saving under the various heads of Expenditure affected by this item of charge, amounts to Rx. 56,400. 1899-1900.  
Exchange  
Compensation  
Allowances.



1899-1900.  
Increases of  
Expenditure in  
India.

143. The chief increases of Expenditure in India anticipated in the Budget occur under the following heads:—

	Rx.
3.—Land Revenue . . . . .	65,600
Police . . . . .	102,600
Medical . . . . .	463,000
Reduction of Debt . . . . .	278,100
State Railways:	
Working Expenses . . . . .	276,500
Interest on Debt . . . . .	98,900
Guaranteed Companies:	
Surplus Profits, Land, and Supervision . . . . .	250,700
Irrigation, Minor Works and Navigation . . . . .	51,500
Military Works . . . . .	163,800
Civil Buildings and Roads . . . . .	648,700

1899-1900.  
Land Revenue  
Charges.

144. The Madras Estimate under 3.—Land Revenue includes an increase of Rx. 38,700 mainly intended to provide for a long standing scheme for the improvement of the position of Taluk Gomastahs, for the revision of Village Establishments, and the extension of Survey and Settlement. In Burma the charges of District Administration are being raised by Rx. 27,800 to meet the increased demands of a young Province with a growing Revenue.

1899-1900.  
Police Charges.

145. In Bengal an addition of Rx. 30,200 has been allotted under Police charges for improving the investigating staff of the District Police, and for strengthening the force in Calcutta. A provision of Rx. 27,200 has been made in the North-Western Provinces for adding to the number of Assistant District Superintendents and introducing reforms in the Rural Police System of Oudh. There are also smaller increases in the Punjab, Madras, Bombay, and Assam due partly to plague charges and partly to the reorganisation of the force and the cost of supplying improved arms and accoutrements.

1899-1900.  
Medical Charges.

146. Every Province, except the Punjab, anticipates a rise in Medical Expenditure, the largest increases being Rx. 131,500 in Madras and Rx. 79,200 in Bombay, both mainly on account of the plague expenditure shown in detail in paragraph 103 above. As the general resources of both these Governments have been seriously reduced by famine and plague, the Government of India have as is explained above, come to their aid with contributions from Imperial Revenues. The specific contributions thus passed in the Estimates through the Land Revenue head are Rx. 64,100 in Madras, and Rx. 126,400 in Bombay. In addition to the increases shown under Provincial expenditure on plague a reserve of Rx. 209,500 has been provided under India General in order to meet any unforeseen necessities which may arise during the year.

1899-1900.  
Reduction of Debt.

147. As no necessity for the relief of Famine is anticipated and the expenditure on Protective Railways and Irrigation Works has been reduced, an additional sum of Rx. 278,100 required to make up the Famine Insurance grant to the full amount of Rx. 1,500,000 will be charged under Reduction of Debt.

1899-1900.  
State Railways.

148. The increase of Rx. 276,500 under the Working Expenses of State Railways is due to provision being made for heavier traffic, a greater length of open line, and extensive renewals of permanent-way and other works which have been left unfinished during the current year.

1899-1900.  
Railway  
Interest.

149. The increase in the Railway Interest represents the interest payable on the new capital outlay to be undertaken on Railways.

1899-1900.  
Guaranteed  
Companies.

150. The increase of Rx. 250,700 under Guaranteed Companies is accounted for by the fact that the moiety of surplus profits payable to the Bombay, Baroda and Central India Railway is estimated at Rx. 187,000 against Rx. 117,000 in



1898-99, while the amount due to the Great Indian Peninsula is expected to rise from Rx. 60,000 to Rx. 270,000. It is improbable that the Madras Railway will earn surplus profits during the coming year, but a small provision of Rx. 10,000 has been made to cover the contribution to the Provident Fund and any small amount of surplus profits that may be declared.

*Surplus Profits,  
Land, and  
Supervision.*

151. The greater portion of the increase under Minor Works and Navigation occurs in Burma and Bombay, and is due to the gradual extension of the works classified under this head.

*1899-1900.  
Minor Works and  
Navigation.*

152. The increase of Rx. 163,800 on account of Military Works includes a sum of Rx. 150,000 which has been added to the ordinary grant for Military Works in order to provide for defensive works beyond the administrative frontier of India.

*1899-1900.  
Military Works.*

153. The increase under Civil Buildings and Roads is occasioned by the fact that the greater part of the free grants made to Provincial Governments in aid of their general resources have been entered under this head with the object of rendering them available for immediate expenditure if the financial position of the Governments concerned admits of it.

*1899-1900.  
Civil Buildings  
and Roads.*

154. The increase of £18,800 in Sterling receipts in England occurs almost entirely under Army Receipts, and is due to larger receipts under the head of Indian Troop Service and larger recoveries on account of the value of clothing, accoutrements, etc., in the possession of Regiments on their transfer from the Indian to the British establishment.

*1899-1900.  
Revenue in  
England.*

155. The Sterling expenditure in England is estimated at £16,531,600 as compared with £16,474,800, the forecast for the current year.

*1899-1900.  
Expenditure in  
England.*

Of the variations which bring out this result, reduced interest payments account for £45,100. The charges on account of the Post Office are less by £17,400 owing to a more favourable adjustment of the cost of the Eastern Mail Service as between the English and Indian Post Offices.

The payments of interest on capital deposited by Railway Companies show an increase of £42,600 due to further deposits of capital made by the East Indian Railway, the Bengal-Nagpur Railway, and the Indian Midland Railway. A decline in the charges on account of the Assam-Bengal Railway is owing to the rate of interest guaranteed on the Company's share capital having been reduced from 3½ to 3 per cent.

The Civil Superannuation and Pension Charges show an increase of £43,300, owing to a gradual increase in the claims to pension.

Under Effective Army charges the total in 1899-1900 is about the same as in the Budget Estimate of 1898-99, but the cost of the Indian Troop Service and the Miscellaneous charges will be less by £8,000, while, on the other hand, the estimate of the payments to the War Office in respect of British Forces serving in India is higher by £9,000.

Under Non-Effective Army Charges there will be a total increase of £21,000 made up of an increase in the payments to the War Office of £37,000, of small increases under Miscellaneous Pensions and other charges aggregating £4,000, and a reduction of £20,000 in the charges for pay and pensions of non-effective and retired officers of the Indian Service.

156. The charge for Exchange on the net Sterling expenditure during the coming year is less by Rx. 569,600 than in the Budget Estimate of 1898-99. The net Sterling expenditure is more than in the Estimate of 1898-99 by £38,000, and the exchange on this difference at the rate of £1=R15'6, being the rate assumed in the Budget Estimate for 1898-99, is Rx. 21,300. The direct saving from the rise in the rate of exchange from £1=R15'6 to 15'7½d. the rupee, the rate taken for the coming year, amounts, therefore, to Rx. 590,900.

*1899-1900.  
Exchange.*



**Section IV.—Statements comparing the figures of the Estimates under the more important heads of Revenue and Expenditure with those of past years.**

**LAND REVENUE.**

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Including that due to Irrigation— India General . . . . .	145,711	147,471	148,654	150,500	139,600	143,500
Central Provinces . . . . .	167,332	660,493	667,754	920,000	885,000	954,300
Burma . . . . .	2,485,004	2,395,961	2,646,270	2,657,000	2,757,800	2,764,900
Assam . . . . .	597,671	606,231	596,123	626,000	620,000	620,000
Bengal . . . . .	3,905,221	3,876,838	3,978,219	4,087,300	4,080,400	4,078,500
North-Western Provinces and Oudh . . . . .	6,134,442	5,104,374	5,719,678	6,667,900	6,719,900	6,778,200
Punjab . . . . .	2,440,115	2,329,755	2,510,892	2,614,100	2,626,300	2,617,500
Madras . . . . .	5,592,141	5,250,372	5,612,878	5,856,100	5,839,400	5,784,700
Bombay . . . . .	4,954,982	4,473,802	4,767,912	4,961,300	5,000,200	4,943,400
<b>TOTAL</b>	<b>27,022,619</b>	<b>21,846,297</b>	<b>26,648,380</b>	<b>28,540,200</b>	<b>28,669,100</b>	<b>28,685,000</b>
Shown under XXIX.—Irrigation	821,664	871,808	964,738	972,000	989,700	1,043,100
Shown under I.—Land Revenue	26,200,955	23,974,489	25,683,642	27,568,200	27,679,400	27,641,900
<b>EXPENDITURE—</b>						
District Administration . . . . .	1,875,769	1,893,376	1,944,042	1,884,000	1,868,500	1,917,800
Other Charges . . . . .	2,221,348	2,216,227	2,243,559	2,259,900	2,216,500	2,291,600
<b>TOTAL</b>	<b>4,097,117</b>	<b>4,109,603</b>	<b>4,187,601</b>	<b>4,143,900</b>	<b>4,085,000</b>	<b>4,209,400</b>

157. Throughout the period covered by the statement the Land Revenue of the area included under India General, has been below the standard of Rx. 175,000 attained in 1893-94. It escaped the influence of the famine of 1896-97, but during the present year there has been a marked drop in the revenue owing to a failure of the rains and general scarcity in Ajmir. An improvement is looked for in the coming year.

158. In the Central Provinces the whole area was affected by famine which began earlier and lasted longer than anywhere else in India. The effect on the Land Revenue was marked and extended over 1896-97 and 1897-98. Since then there has been a return of prosperity and the Revised Estimate includes Rx. 56,000 and the Budget Rx. 36,000 on account of famine arrears. Recent information shows that there has been some failure of crops in the wheat-growing areas of Saugor and Damoh, and the Budget has been framed on more cautious lines than was proposed by the local officers.

159. The Land Revenue in Burma received only a slight check in 1896-97 and then resumed its normal course of steady progress due to extension of cultivation, revision of low assessments based on provisional data, and the enhanced yield of the capitation tax which follows the growth of population in a new Province with large areas of fresh land.



160. Assam was untouched by the famine, and the figures of 1896-97 show an increase in the Land Revenue. In the following year the revenue was affected by the earthquake which reduced for the time being the tax-paying capacity of the people, while in Kamrup and Nowgong large tracts of land have been rendered uncultivable by the sand that has been thrown up. The reduction of revenue from this cause is estimated by the Chief Commissioner at not less than a lakh of rupees. Allowance has been made for this in framing the Budget of 1899-1900.

161. In Bengal the Land Revenue being permanently settled at very low rates is to a great extent beyond the reach of famine, but the calamity of 1896-97, which extended to the whole of North Behar, to a large part of Chota Nagpur and Western Bengal and to isolated tracts in Central Bengal, directly affected the rental of Government Estates where the State is itself the landlord, and reduced the recoveries of survey charges in Behar.

162. Distress in the North-Western Provinces began early and was widely diffused but the recovery of the country has been rapid. The Revised Estimate includes Rx. 440,000 on account of suspensions of revenue, and the Budget anticipates recoveries of Rx. 417,300 on this account besides Rx. 77,800 due to revision of settlements.

163. In the Punjab the revenue rose directly the famine was over, and although during the current year the estimate has not been worked up to and suspensions of revenue have been necessary in Hissar and the neighbouring districts, it is hoped that this will be counteracted by extension of cultivation along the Chenab Canal and in the Montgomery district.

164. The Revenue in Madras is improving in the manner characteristic of the Province. The balance in arrear at the close of 1896-97 has been steadily reduced and the Budget anticipates an increase of Rx. 70,900 from the resettlement of the Kistna and Godavari districts and from extension of cultivation.

165. In spite of famine and plague in Bombay arrears of revenue amounting to Rx. 250,500 have been recovered in the current year and a favourable inundation in Sindh has swelled the revenue by expanding the cultivated area. In the coming year there will be smaller arrears to collect, and the conditions in Sindh are expected to be less favourable, but Rx. 51,000 will be added to the demand by revision of settlements.

# OPIUM.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>Revenue—</b>						
Bengal—Sale of Opium . . . .	5,240,349	4,850,352	3,991,048	3,900,000	4,164,000	4,488,000
Bombay—Pass Fees . . . .	1,655,907	1,334,847	966,985	1,200,000	1,284,000	1,281,000
Excise Opium and other Revenue .	227,666	224,039	221,739	2,9,800	231,400	231,700
<b>TOTAL . Rx.</b>	<b>7,123,922</b>	<b>6,409,238</b>	<b>5,179,772</b>	<b>5,329,800</b>	<b>5,679,400</b>	<b>6,000,700</b>
<b>Expenditure—</b>						
Payments to Cultivators, including purchase of Opium . . . Rx.	1,867,400	2,264,886	2,157,247	2,100,000	2,135,800	2,400,000
Other Charges . . . Rx.	200,573	220,341	228,974	254,000	213,000	253,900
England . . . .	550	682	1,853	1,400	1,600	2,200
Exchange . . . Rx.	418	583	1,043	800	800	1,100
<b>TOTAL . Rx.</b>	<b>2,068,941</b>	<b>2,486,692</b>	<b>2,389,117</b>	<b>2,656,200</b>	<b>2,351,200</b>	<b>2,657,200</b>
<b>Statistics—</b>						
<b>Bengal—</b>						
Chests sold . . . .	37,695	39,080	39,000	39,000	39,450	40,800
Average price . . . R	1,390	1,244	1,023	1,000	1,055	1,100
Chests produced . . .	35,953	45,041	45,500	...	44,075	...
Chests in Balance, March 31st . . . .	23,551	20,587	36,030	...	40,705	...
Reserve, December 31st .	—2,652	—5,699	330	6,830	6,830	10,105
<b>Bombay—</b>						
Chests passed for export . .	25,475	21,751	17,132	24,000	25,630	25,680
Rate of Duty . . . R	650	650 & 600	600 & 500	500	500	500



166. Throughout the period comprised in the table the revenue derived from the sale of Bengal Opium follows the average price per chest offered at the Calcutta sales, which in its turn is determined mainly by the dollar and tael prices obtained in China. The growing competition of the Chinese drug has prevented the prices in China from rising in proportion to the increased value of the rupee due to the Currency legislation of 1893. The trade has also been handicapped by the uncertainties of exchange and the stringency of the Indian money market. These latter conditions have now improved and somewhat larger stocks are available for the China market. It is therefore hoped that the rise of Opium revenue in the current year, which was due largely to a scanty crop in China, may continue.

The decline in the exports of Malwa Opium which the table brings out, and its recent revival, are due to the same causes as those which affected Bengal Opium. The revival has been helped by the reduction of the pass-duty, which was found to be more than a declining trade could bear, to Rs500 per chest.

The receipts from Excise Opium are governed by the same causes as Excise Revenue generally, but as the consumers of opium are a comparatively well-to-do class, the returns are perhaps somewhat less sensitive to the influence of famine.

167. The main items of expenditure are payments to cultivators, the amount of which varies directly with the number of chests of Bengal Opium produced, and the quantity of Malwa Opium purchased for excise purposes which depends on the anticipated demand. The increase in charges is also due to the fact that the position of the officers of the Opium Department, which had long been admitted to be unsatisfactory, has of late years been bettered.

#### SALT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Northern India (a) . . . .	1,905,375	1,848,755	1,947,810	1,975,000	2,027,200	2,002,600
Burma (b) . . . . .	156,032	140,928	136,744	160,000	161,000	160,000
Bengal (b) . . . . .	2,488,620	2,500,119	2,493,315	2,500,000	2,524,000	2,510,000
Madras (a) . . . . .	1,907,489	1,694,164	1,726,911	1,770,000	1,985,000	1,793,100
Bombay (a) . . . . .	2,314,379	2,237,729	2,299,395	2,323,000	2,330,000	2,301,500
<b>TOTAL</b> . . . . .	<b>8,861,845</b>	<b>8,421,705</b>	<b>8,594,225</b>	<b>8,728,000</b>	<b>9,047,200</b>	<b>8,757,200</b>
<b>Charges</b> . . . . .	<b>521,044</b>	<b>573,352</b>	<b>473,747</b>	<b>519,600</b>	<b>466,100</b>	<b>537,300</b>

(a) Chiefly sales on local manufacture.

(b) Chiefly duty on imported salt.

168. The fluctuations of the aggregate Salt Revenue correspond closely to the material condition of the mass of the people who consume salt. A sharp decline in the famine year 1896-97 has been followed by a gradual rise which in the Revised Estimate for the current year exceeded the standard of the revenue of 1895-96. The Bengal statistics, however, follow a somewhat different course. There the receipts rose in 1896-97 and fell in 1897-98 when the revenue of every other Province shows a rise. In explanation of this it may be observed, first, that large portions of the area supplied from Bengal escaped famine altogether, while the cultivating classes found their purchasing power greatly augmented by high prices; secondly, that the demand of 1897-98 was affected by the earthquake and cyclone of 1897; and thirdly, that imported salt is less sensitive to local influences than salt produced in the country.

The increase in the revenue in Northern India during the current year is mainly due to the revival of traffic in Kohat Salt since the cessation of the frontier disturbances. It is doubtful, however, whether the demand will continue on the same scale during the coming year; and reduced receipts are also expected from the salt produced at Sambhar, Didwana and Pachbdra. For Burma and



Bengal the estimate is normal; in Madras it assumes a consumption of about 70 lakhs of maunds. The Bombay estimate has been taken at a moderate figure in view of the uncertainty arising from the prevalence of plague.

## STAMPS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE.						
Court Fees and Plain Paper . . . .	3,221,216	3,216,005	3,305,376	3,201,100	3,411,000	3,442,800
Commercial and other Stamps . . . .	1,418,873	1,476,870	1,436,034	1,478,900	1,396,300	1,425,800
Other Revenue . . . . .	83,904	84,867	75,633	75,900	32,600	28,500
TOTAL . Rx.	4,724,053	4,777,742	4,817,043	4,855,900	4,839,900	4,897,100
Charges—						
India . . . . . Rx.	95,158	97,006	97,908	99,700	97,100	100,400
England (Stores) . . . . . £	43,492	40,808	35,814	37,800	36,500	39,300
Exchange . . . . . Rx.	33,044	26,967	20,185	21,100	18,200	20,600
TOTAL . Rx.	171,694	164,781	154,027	158,600	151,800	160,300

169. The Stamp Revenue depends on such a wide variety of transactions that fluctuations in its aggregate yield can hardly be ascribed to any single cause. Scarcity, for example, exercises a converse effect on the demand for the two main classes of Stamps. On the one hand it compels self-denial in the pursuit of litigation, on the other it promotes the execution of documents for the purpose of raising money. Both these tendencies are reflected in the revenue returns. The receipts from Court-fees drop sharply in the famine year, but they recover at once, and their progress is so rapid that its effect was greatly under-estimated in framing the Budget of the current year. In the case of Commercial Stamps the course of development is reversed. The revenue rises in the famine year and falls continuously from that time to a level below that of 1895-96. It was over-estimated in the Budget of the current year, and the figure taken for 1899-1900 represents only a moderate advance on the standard of 1895-96.

## EXCISE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal . . . . .	1,337,850	1,339,931	1,274,775	1,325,000	1,335,000	1,350,000
North-Western Provinces . . . .	540,459	446,444	451,496	490,000	557,500	557,500
Madras . . . . .	1,438,405	1,480,657	1,461,945	1,530,000	1,390,000	1,420,000
Bombay . . . . .	1,164,147	1,099,650	1,094,906	1,120,000	1,146,000	1,146,000
Other Provinces . . . . .	1,232,556	1,238,518	1,206,243	1,252,300	1,302,500	1,304,700
TOTAL . . . . .	5,722,417	5,614,200	5,489,454	5,717,300	5,731,000	5,778,200
Charges . . . . .	207,057	212,855	240,463	250,200	243,000	261,800

170. The progress of Excise Revenue, like the growth of the receipts from Court-fees, is a fair test of the ability of the people to spend money on luxuries. The years of scarcity show accordingly a marked decline, and in Bombay, owing probably to plague and the apprehension to which it gives rise, the



standard of 1895-96 has not yet been regained. In Madras, on the other hand, the effect of the famine and apprehended plague in reducing revenue was for a time neutralised by the extension of the tree-tax system of raising revenue from toddy. This system attained its present maximum application in 1897-98. The increase of charges is due to the adoption of more efficient methods of administration and prevention.

#### PROVINCIAL RATES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
<b>REVENUE.</b>						
District Local Funds . . . . .	2,184,443	2,086,080	2,269,731	2,326,600	2,402,300	2,374,400
Provincial Cesses, including Famine Insurance . . . . .	664,081	657,260	641,731	671,600	670,000	675,600
Village Service and Patwaris . . . . .	734,443	667,487	678,399	726,400	737,100	748,600
Other Cesses . . . . .	124,038	126,028	133,429	135,400	142,700	152,900
<b>TOTAL</b> . . . . .	3,707,005	3,536,855	3,723,290	3,860,000	3,952,100	3,951,500
<b>Charges</b> . . . . .	52,675	54,301	52,530	52,400	55,700	60,600

171. As was pointed out last year, the revenue from Provincial Rates is determined by the causes affecting Land Revenue, to which in most Provinces the rates bear a definite relation. The rise of revenue in the last three years corresponds therefore to the recovery of Land Revenue from famine influences. It should be added, however, that in tracts where the Land Revenue is permanently settled the revenue from Provincial Rates is increased independently of the Land Revenue by the periodical revaluation of the aggregate rental of a district for the purpose of levying these cesses.

#### CUSTOMS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
<b>IMPORT DUTIES—</b>						
Arms, Ammunition, and Military Stores . . . . .	33,867	37,215	35,728	36,300	33,700	34,200
Liquors—Spirits . . . . .	591,003	599,045	606,088	583,200	627,000	598,300
Other sorts . . . . .	71,583	60,120	55,224	65,800	66,000	65,300
Articles of Food and Drink . . . . .	311,108	305,953	367,063	319,500	380,900	357,400
Chemicals, Drugs, Medicines, etc. . . . .	102,397	92,108	106,933	96,700	104,500	103,400
Silver Bullion and Coin . . . . .	355,869	326,481	433,899	233,300	328,500	337,000
Other Metals and Manufactures of Metals . . . . .	257,871	202,480	222,424	273,100	204,800	218,700
Oils . . . . .	408,690	429,067	556,015	411,600	510,300	449,400
Manufactured Articles . . . . .	841,946	508,799	436,591	518,300	492,500	484,800
Raw Materials and Unmanufactured Articles . . . . .	113,027	88,081	99,460	103,900	80,600	94,100
Cotton Goods . . . . .	1,183,443	917,816	795,720	938,300	871,700	902,100
<b>TOTAL IMPORT DUTIES</b> . . . . .	3,970,804	3,567,165	3,735,165	3,549,900	3,700,500	3,544,600
Excise Duty on Cotton Goods . . . . .	63,915	112,344	116,186	115,700	134,400	132,900
<b>EXPORT DUTIES—</b>						
Rice . . . . .	930,616	755,167	724,819	862,400	1,002,200	960,000
<b>LAND CUSTOMS AND MISCELLANEOUS</b> . . . . .	51,943	56,801	65,123	62,500	61,300	71,200
<b>GRAND TOTAL</b> . . . . .	5,017,278	4,491,477	4,641,295	4,590,500	4,898,400	4,648,700
<b>Charges</b> . . . . .	222,948	203,386	211,379	215,400	215,300	232,300



172. The decline in the revenue from import duties in 1896-97 was due not merely to the effect of the famine in reducing the demand for manufactured articles and metals but also to the exemption of cotton yarns from duty and the reduction of the duty on cotton manufactures from 5 to  $3\frac{1}{2}$  per cent. The volume of the trade in cotton goods was not affected until the following year when the imports declined greatly. Since then business has revived, but it is still suffering from the effects of the plague in Bombay, a great producing and distributing centre, and from the overstocking of markets in China and Japan. The revenue from oils is derived chiefly from kerosene. The trade in this article fluctuates greatly and the cheaper oils from Russia and Sumatra are now beginning to compete successfully with the finer American oil. The increase under articles of food and drink is due to the imports of beet-sugar, principally from Germany and Austria, which has been poured into India in considerable quantities. The extraordinary rise in the imports of silver, especially in a year when the effects of the famine were still severely felt, is a phenomenon of which no satisfactory explanation has been found, but the trade is now diminishing and with a large demand springing up for gold, the decrease next year is expected to be considerable. The export duty shows a great contraction in 1896-97 and 1897-98 owing to great quantities of Burma rice, which would otherwise have been exported to foreign countries and have paid duty accordingly, being diverted to India to meet the famine demand. The large exports of 1898-99 followed on a bumper crop in Burma, the chief exporting province, but such a harvest is not expected to recur and the surplus available for export to foreign countries during 1899-1900 is likely to be considerably less than in the previous year.

## ASSESSED TAXES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget. Rx.	Revised. Rx.	Rx.
Deduction by Government from Salaries, Pensions, and Interest payments . . . . .	447,688	439,259	444,404	479,800	447,400	449,700
Other Collections . . . . .	1,387,501	1,433,550	1,450,971	1,413,100	1,482,700	1,499,100
<b>TOTAL</b> . . . . .	<b>1,835,189</b>	<b>1,872,809</b>	<b>1,895,465</b>	<b>1,892,900</b>	<b>1,930,100</b>	<b>1,948,800</b>
<b>Charges</b> . . . . .	<b>29,868</b>	<b>30,323</b>	<b>32,278</b>	<b>32,700</b>	<b>33,100</b>	<b>33,500</b>

173. The progress of this branch of revenue depends upon the general prosperity of the classes from which it is collected and upon the improvements constantly being introduced in the methods of assessing and levying the tax. The people by whom it is paid are to a great extent either independent of adverse seasonal influences, or derive a profit from their direct or indirect results, and the revenue accordingly does not show any distinct variation in relation to scarcity.

## FOREST.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget. Rx.	Revised. Rx.	Rx.
Revenue . . . . .	1,660,504	1,733,869	1,739,514	1,735,000	1,838,000	1,790,700
Expenditure . . . . .	911,161	993,955	1,001,689	1,050,500	1,010,200	1,067,700
<b>Net</b> . . . . .	<b>749,343</b>	<b>739,914</b>	<b>737,825</b>	<b>685,100</b>	<b>827,800</b>	<b>723,000</b>



174. The revenue under Forest has recovered from the effects of the famine and has resumed its normal rate of progress. The great increase shown in the Revised Estimate of the current year is due to the exceptional demand for teak timber which is not expected to be maintained during 1899-1900.

#### INTEREST RECEIPTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
India . . . Rs.	801,267	912,766	840,681	914,200	928,100	913,600
England . . . £	13,516	102,231	20,190	10,000	28,000	10,000
Exchange . . Rs.	10,269	67,558	11,370	5,600	14,000	5,300
<b>TOTAL . . Rs.</b>	<b>825,052</b>	<b>1,082,555</b>	<b>872,241</b>	<b>929,800</b>	<b>970,100</b>	<b>928,900</b>

175. On the subject of interest receipts there is nothing to be added to the explanations already given in paragraph 120 above.

#### INTEREST EXPENDITURE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Interest on Debt—						
India . . . Rs.	3,731,433	3,753,460	3,819,724	3,985,000	3,930,000	3,919,500
Deduct charged to—						
Irrigation . .	1,222,409	1,253,479	1,224,249	1,314,500	1,313,600	1,345,000
Railways . .	3,666,267	3,673,401	4,079,009	4,319,400	4,267,500	4,454,500
Balance charged to Interest Rs.	—1,177,263	—1,373,420	—1,543,534	—1,648,000	—1,651,100	—1,850,000
England . . £	2,622,695	2,630,704	2,879,215	2,889,200	2,805,000	2,844,100
Exchange . . Rs.	1,992,644	1,738,458	1,621,343	1,618,000	1,402,900	1,480,700
Interest on other Obligations—						
On Savings Bank Balances . . Rs.	338,497	346,555	327,043	327,500	325,700	336,600
Other items— including Ex- change . . "	268,226	111,656	188,153	192,800	193,400	194,700
<b>TOTAL . . Rs.</b>	<b>4,044,799</b>	<b>3,453,933</b>	<b>3,472,260</b>	<b>3,378,600</b>	<b>3,076,800</b>	<b>3,014,200</b>
Debt outstanding, March 31st—						
Sterling . . . £	115,003,732	114,883,233	123,274,680	125,995,833	124,389,780	124,339,780
Rupee Debt—						
4 per cent . . Rs.	5,436,298	5,316,380	5,116,204	5,316,380	5,076,204	4,056,204
3½ per cent . . "	90,462,450	90,918,610	93,937,020	107,873,430	95,137,030	95,137,030
3 per cent . . "	...	10,954,820	10,972,350	...	10,972,350	10,472,350
Other Debt . . "	1,850,180	1,925,243	1,590,050	1,170,743	1,464,850	1,394,850
Savings Bank Balances . . "	11,121,252	10,886,792	10,556,734	10,070,492	10,792,134	11,255,234



176. The reduction in the Interest expenditure which has taken place during the period is due on the one hand to an increase in the amount of interest charged against Railways and Irrigation, and on the other to the reduction in the rate of exchange.

## POST OFFICE, TELEGRAPH, AND MINT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900. Budget.
				Budget.	Revised.	
<b>Post Office—</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>
Revenue . . . . .	1,713,495	1,783,474	1,879,163	1,893,700	1,896,200	1,903,300
Expenditure . . . . .	1,043,798	1,703,111	1,729,474	1,776,300	1,731,100	1,791,200
<b>Net</b>	<b>+69,697</b>	<b>+80,363</b>	<b>+149,689</b>	<b>+116,900</b>	<b>+165,100</b>	<b>+112,100</b>
<b>TELEGRAPH—</b>						
Revenue Accounts—						
Revenue . . . . .	1,085,940	1,071,574	1,309,330	1,231,900	1,081,700	1,101,400
Expenditure . . . . .	737,907	770,977	819,580	827,800	808,700	830,200
<b>Net</b>	<b>+348,033</b>	<b>+300,547</b>	<b>+489,750</b>	<b>+404,100</b>	<b>+273,000</b>	<b>+271,200</b>
<b>Capital Expenditure</b>	<b>159,946</b>	<b>175,782</b>	<b>231,914</b>	<b>261,800</b>	<b>236,100</b>	<b>297,300</b>
<b>MINT—</b>						
Revenue . . . . .	40,918	156,635	182,055	78,800	76,500	60,500
Expenditure . . . . .	53,229	61,823	88,557	66,100	115,000	65,700
<b>Net</b>	<b>-12,311</b>	<b>+94,812</b>	<b>+93,498</b>	<b>+12,700</b>	<b>-38,500</b>	<b>-5,200</b>

177. The Postal revenue displays unbroken progress throughout the period, and its advance in the coming year would have been more marked but for the introduction of the one-anna rate of postage to the United Kingdom and British Possessions and the concurrent reduction in the Inland rates of letter postage. At the same time a substantial addition has been made to the expenditure in order to provide for administrative improvements which have been needed for a long time.

178. The Telegraph receipts of 1897-98 were abnormally high owing to the great use of the telegraph in connection with frontier wars, famine, and plague. The decline experienced in the current year and anticipated in the next year is due partly to the cessation of military operations and partly to the increased popularity of deferred telegrams.

179. The increase in the Mint expenditure in 1898-99 is explained in paragraph 109 above.

## CIVIL DEPARTMENTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900. Budget.
				Budget.	Revised.	
<b>General Administration</b> { India . . . . .	1,594,089	1,587,278	1,588,016	1,567,700	1,580,900	1,579,300
{ England . . . . .	243,955	260,322	257,743	255,300	253,300	253,300
{ Exchange . . . . .	185,350	172,030	145,141	143,000	120,700	132,700
<b>Law and Justice</b> . . . . .	3,090,807	3,096,893	3,137,191	3,120,300	3,076,800	3,155,600
{ Courts . . . . .	956,762	1,087,246	1,118,703	1,075,000	1,028,800	1,083,900
<b>Police</b> . . . . .	4,040,917	4,156,560	4,233,023	4,201,600	4,175,200	4,303,900
<b>Marine</b> { Imperial (a) . . . . .	51,702	561,397	499,015	495,600	477,300	503,400
{ Provincial . . . . .	145,410	158,870	180,025	177,400	177,300	193,000
<b>Education</b> . . . . .	1,536,489	1,576,150	1,581,072	1,652,300	1,592,500	1,675,500
<b>Ecclesiastical</b> . . . . .	192,410	189,385	173,962	188,200	171,700	185,800
<b>Medical</b> . . . . .	1,031,915	1,076,096	1,355,417	1,225,600	1,558,900	1,693,800
<b>Political</b> . . . . .	1,062,183	1,003,401	933,820	1,014,400	932,200	1,016,400
<b>Scientific and Minor Departments</b> . . . . .	495,971	523,969	535,517	578,400	564,100	606,600
<b>TOTAL RX.</b>	<b>15,172,860</b>	<b>15,445,196</b>	<b>15,739,517</b>	<b>15,694,800</b>	<b>15,715,900</b>	<b>16,383,100</b>

(a) Includes Upper Burma charges up to 1896-97.



180. The progressive increase of total expenditure during the first three years of the period was partially arrested in 1898-99, but has been resumed in the Budget for the current year. This includes a large increase under Medical rendered necessary by the persistence of plague in Bombay and its spread to Madras, and likely to be further enhanced by the recent appearance of the disease in Calcutta. Provision has been made in Burma for the appointment of an additional Judicial Commissioner and for increasing the salaries of the Civil Administrative Staff, while in Bengal two Additional District and Sessions Judges and several temporary Subordinate Judges and Munsifs are to be appointed. The Police are to be strengthened in Bengal, the North-Western Provinces, Madras and Bombay.

#### MISCELLANEOUS CIVIL CHARGES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Territorial and Political Pensions . . . .	454,082	437,397	442,458	430,000	436,500	427,700
Civil Furlough and Absentee Allowances—						
India . . . .	793	746	763	700	1,700	700
England . . .	223,537	225,783	187,640	226,000	262,300	226,000
Exchange . .	169,837	149,205	105,664	126,500	131,100	118,400
Superannuation Allowances and Pensions—						
India . . . .	969,146	1,005,961	1,048,595	1,072,300	1,068,200	1,093,200
England . . .	1,817,694	1,874,519	1,901,744	1,925,700	1,944,000	1,969,000
Exchange . .	1,381,029	1,238,745	1,070,910	1,078,400	972,000	1,031,400
Stationery and Printing	685,187	679,523	724,093	689,000	708,300	721,800
Miscellaneous . .	232,027	244,830	274,959	229,000	250,100	255,300
<b>TOTAL Rx. . .</b>	<b>5,933,332</b>	<b>5,856,709</b>	<b>5,716,826</b>	<b>5,777,600</b>	<b>5,774,200</b>	<b>5,843,500</b>

181. The causes affecting this group of charges continue to operate on their usual scale and no special explanatory remarks are called for.

#### FAMINE RELIEF AND INSURANCE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
Famine Relief . . . .	18,301	2,079,515	5,325,608	85,100	44,600	5,700
Construction of Protective Railways.	520,267	...	...	668,300	695,400	490,000
Ditto ditto Irrigation Works . . . .	38,317	46,830	37,517	20,000	13,500	30,000
Reduction or avoidance of Debt . .	...	...	...	325,800	422,600	603,900
<b>TOTAL . . . .</b>	<b>586,485</b>	<b>2,126,335</b>	<b>5,363,125</b>	<b>1,099,200</b>	<b>1,176,100</b>	<b>1,129,600</b>
Net Charge on account of the Bengal-Nagpur and the Indian Midland Railways shown in the Railway Revenue Account . . . .	413,515	438,857	352,948	400,800	383,000	370,400
<b>TOTAL EXPENDITURE CHARGEABLE TO THE FAMINE GRANT . .</b>	<b>1,000,000</b>	<b>2,565,212</b>	<b>5,716,073</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>



182. These charges have been fully explained in other parts of this statement.

## RAILWAY REVENUE ACCOUNT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>STATE RAILWAYS—</b>						
Gross Receipts . . . Rx.	18,558,699	17,639,604	19,044,525	19,382,900	19,696,100	20,237,400
Working Expenses . . . Rx.	9,040,838	8,819,553	9,201,202	9,770,500	9,876,600	10,047,000
Interest and other Charges—						
India . . . . Rx.	3,700,813	3,888,549	4,005,593	4,336,500	4,283,600	4,471,800
England . . . . £	3,586,219	3,629,600	3,687,127	3,714,700	3,711,700	3,751,200
Exchange . . . . Rx.	2,724,699	2,398,561	2,076,294	2,080,300	1,855,900	1,964,900
Net Result . . . . "	—493,868	—1,096,659	—15,691	—519,100	—31,700	+2,500
<b>GUARANTEED RAILWAYS—</b>						
Net Traffic Receipts . . Rx.	3,275,238	3,634,164	2,201,392	2,424,000	2,995,000	3,192,500
Surplus Profits, Interest and other Charges—						
India . . . . Rx.	533,137	483,610	135,112	321,600	429,800	571,700
England . . . . £	2,161,563	2,160,967	2,154,784	2,171,500	2,162,500	2,185,300
Exchange . . . . Rx.	1,642,290	1,428,040	1,213,401	1,216,000	1,081,200	1,144,700
Net Result . . . . "	—1,061,753	—1,438,453	—1,301,905	—628,500	—678,500	—709,200
Other Receipts . . . . "	25,252	24,052	14,969	16,700	45,300	31,000
Other Charges . . . . "	89,900	148,921	129,989	310,300	213,300	204,900
<b>STATISTICS—</b>						
State Railways—						
Capital Expenditure to March 31—						
Expenditure by Government Rx.	122,701,781	125,978,761	130,614,851	136,512,261	134,196,651	138,155,251
Ditto by Companies £	25,721,568	27,538,341	29,684,713	31,850,541	31,569,513	33,415,713
Outlay on the East Indian Railway from debentures raised by the Company . Rx.	271,698	1,707,399	2,688,083	3,632,399	4,261,883	5,011,883
<b>TOTAL</b> . . .	148,695,047	155,224,501	162,987,647	171,995,201	170,028,047	176,582,847
Miles open on April 1 . .	14,146	14,722	15,378	15,671	15,583	16,596
Guaranteed Railways—						
Miles open on April 1 . .	2,587	2,587	2,588	2,588	2,588	2,592

183. The Revised Estimate of net receipts on State Railways is better than the Budget Estimate for 1898-99 by Rx. 207,100. The improvement is chiefly on the North-Western and Rajputana-Malwa Railways, due to a large traffic in grain, seeds and cotton.

184. The reduction in the Interest charges in India follows on the smaller outlay on Construction due to short shipments of stores from England. The rise in the rate of Exchange has caused a considerable saving on the Sterling charges, thus making the net result considerably better than in the original estimate.

185. The net receipts from State Railways in 1899-1900 are estimated at Rx. 370,900 higher than the Revised Estimate for 1898-99 in anticipation of a further improvement in traffic based on the excellent prospects of the spring crops and on the additional mileage which it is expected will be opened during the year. The increase in the Estimate of Working Expenses amounts to Rx. 170,400 and is due to heavier traffic, increased open mileage, and provision



for heavy renewals of way and works unfinished in 1898-99. There is also an increase in Interest charges, chiefly in India, due to the progress of Capital Outlay.

186. The Revised Estimate of net receipts from Guaranteed Railways exceeds the original Estimate by Rx. 571,000. This result is due to a marked improvement in goods traffic on the Great Indian Peninsula and Bombay, Baroda and Central India Railways following on an amelioration of the unfavourable conditions which obtained during the last two years, as well as to a reduction in the outlay on renewals on the Bombay, Baroda and Central India Railway.

The increase in Surplus Profits and other charges in India is more than covered by the saving in Exchange on Sterling Interest, leaving the net result, Rx. 606,600, better than the original Estimate.

A further improvement in traffic is expected in 1899-1900, but owing to the increase in Surplus Profits, etc., payable in India, and to the lower rate of Exchange adopted, the net result falls short of the Revised Estimate by Rx. 30,700 only.

#### IRRIGATION.

IRRIGATION.		Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
					Budget.	Revised.	
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>MAJOR WORKS.</b>							
Revenue	Direct Receipts	1,279,408	2,067,961	2,377,744	2,032,000	2,225,200	2,171,800
	Land Revenue	821,664	871,808	964,738	972,000	989,700	1,043,100
Expenditure	Working Expenses	787,301	871,180	892,119	918,600	931,000	958,100
	Interest	1,222,409	1,253,479	1,284,249	1,314,500	1,313,500	1,315,900
Net		+91,352	+815,110	+2,166,114	+770,900	+970,300	+910,900
<b>MINOR WORKS.</b>							
Receipts—Direct		198,881	210,870	227,382	224,100	246,800	236,200
Expenditure		966,601	1,126,350	967,717	980,000	977,500	1,030,800
<b>STATISTICS OF MAJOR WORKS.</b>							
Capital Outlay to March 31		31,101,556	31,897,139	32,639,803	33,418,839	33,352,403	34,259,003

187. The Revised Estimate of direct receipts from Major Works is better than the Budget Estimate for 1898-99 by Rx. 193,200. The increase occurs chiefly in the Punjab and the North-Western Provinces and Oudh, and is due to a larger area having been irrigated in the past *kharif* season than was anticipated. The small increase of Rx. 22,700 in the receipts from Minor Works is due partly to the same cause, and partly to the revenue in the Montgomery District which was hitherto shown as Indirect, having been treated as Direct receipts in accordance with the new Schedule of Water-rates. The Budget Estimate for 1899-1900 has been based on normal demands for water in the *kharif* season of 1899 and besides allowing for an increase of Rx. 30,800 in the revenue from the Chenab Canal due to development of irrigation, provides also for favourable *rabi* irrigation in the Punjab generally. The increase of irrigation in 1898-99 caused a small increase in Working Expenses. The increase of Rx. 27,100 in Working Expenses provided for in 1899-1900 is due to additional lengths of canals and distributaries being opened for irrigation.



188. The financial results obtained during 1896-97 and 1897-98 from Irrigation Works, for which Capital and Revenue Accounts are kept, are given below :—

				1896-97.	1897-98.
MAJOR WORKS.				Rx.	Rx.
<i>Capital Outlay—</i>					
Direct and Indirect	{	During the year	831,509	775,123	
		To end of year	33,352,711	34,127,336	
<i>Revenue Account—</i>					
Gross Revenue			2,976,795	3,382,684	
Maintenance and Working			964,522	993,250	
Net Revenue				2,012,273	2,389,434
Interest			1,253,342	1,284,250	
Net Profit				758,731	1,105,184
Percentage of net Revenue of the year on the Capital Outlay to end of the year				6.03	7.00
MINOR WORKS.					
<i>Capital Outlay—</i>					
Direct and Indirect	{	During the year	196,930	132,200	
		To end of year	5,208,350	5,292,447	
<i>Revenue Account—</i>					
Gross Revenue			585,180	588,693	
Maintenance and Working			251,173	239,512	
Net Revenue				326,005	349,181
Percentage of net Revenue of the year on the Capital Outlay to end of the year				6.14	6.60

The figures in this table are taken from the administrative accounts. In the case of Minor Works interest on the Capital Outlay is not charged, as the Capital Expenditure is incurred from Revenue.

#### BUILDINGS AND ROADS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>MILITARY WORKS—</b>						
Expenditure . . . .	Rx. 1,205,038	Rx. 1,157,006	Rx. 1,168,385	Rx. 1,185,100	Rx. 1,197,600	Rx. 1,322,300
Receipts . . . .	49,699	61,253	52,561	50,300	51,200	50,900
Net	1,155,239	1,095,753	1,115,824	1,134,800	1,146,400	1,271,400
<b>CIVIL WORKS—</b>						
<i>Imperial—</i>						
Expenditure . . . .	761,158	809,381	428,523	559,800	556,300	519,200
Receipts . . . .	66,421	59,537	55,631	51,700	55,600	55,600
<i>Provincial—</i>						
Expenditure . . . .	2,063,159	2,131,781	2,258,018	2,531,000	2,461,400	3,251,400
Receipts . . . .	305,041	279,888	278,562	280,300	291,200	289,500
<i>Local—</i>						
Expenditure . . . .	1,777,057	1,685,125	1,564,010	1,745,600	1,626,800	1,713,500
Receipts . . . .	292,671	295,521	281,069	293,400	294,700	292,000

189. The expenditure on Provincial and Local Civil Works during 1898-99 is expected to fall short of the Budget Estimate by Rx. 69,600 and Rx. 118,800. This is due partly to the expenditure having been over-estimated in some Provinces, and partly to the restriction of outlay in Bombay and Madras in order to provide funds for expenditure in connection with plague.

190. The estimated expenditure on Military Works in 1899-1900 is higher than the Budget Estimate of the previous year by Rx. 137,200. This is chiefly due to provision to the extent of Rx. 150,000 having been made for defensive works beyond the administrative frontier.



191. Under Imperial Civil Works the expenditure in 1899-1900 is less than the Budget Estimate of the previous year by Rx. 45,600, owing for the most part to the completion of the Bangalore Water-works.

In the Provincial and Local Section of the Estimates, the provision for expenditure depends chiefly on the state of the Provincial and Local balances, and in 1899-1900 considerable additions have been made in the Provincial Section in connection with the free grants to Local Governments of Rx. 700,000, as explained in paragraph 65; the total increase over this year in the Provincial Section is Rx. 790,000, and in the Local Section Rx. 86,700.

### ARMY SERVICES.

			Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
						Budget.	Revised.	
<b>EFFECTIVE SERVICES—</b>								
<i>Regimental Pay and Allowances—</i>								
India	.	Rx.	8,607,458	8,598,670	8,278,218	8,400,200	8,140,700	8,104,900
England	.	£	1,048,931	1,050,598	1,029,198	1,059,000	1,058,400	1,068,000
Exchange	.	Rx.	796,945	698,236	579,731	593,000	529,200	559,400
<b>TOTAL</b>			10,543,334	10,353,504	9,887,147	10,052,200	9,728,300	9,732,300
<b>Less—Receipts</b>			7,090	7,405	6,148	7,400	6,200	6,800
<b>Net</b>			10,535,645	10,346,099	9,881,799	10,044,800	9,722,100	9,725,500
<i>Commissariat—</i>								
India	.	Rx.	3,079,399	3,900,588	3,747,582	3,024,200	3,729,300	3,847,700
England	.	£	21,839	40,832	32,197	21,400	21,000	26,000
Exchange	.	Rx.	16,592	20,983	18,131	12,000	12,300	25,500
<b>TOTAL</b>			3,117,829	3,968,403	3,797,880	3,057,600	3,766,200	3,921,800
<b>Less—Receipts</b>			437,960	452,322	399,493	458,200	474,100	405,300
<b>Net</b>			2,679,869	3,516,081	3,408,387	3,199,400	3,342,100	3,456,500
<i>Ordnance—</i>								
India	.	Rx.	846,935	931,362	852,006	773,500	817,100	823,700
England	.	£	245,124	299,233	278,954	300,200	289,700	352,000
Exchange	.	Rx.	186,238	197,743	137,101	210,300	141,800	161,800
<b>TOTAL</b>			1,278,297	1,428,338	1,268,061	1,376,000	1,251,600	1,337,500
<b>Less—Receipts</b>			185,502	143,777	132,403	117,100	125,500	114,300
<b>Net</b>			1,092,795	1,275,061	1,135,658	1,258,900	1,126,100	1,240,100
<i>Other Funds—</i>								
Expenditure	.	Rx.	5,485,002	3,674,561	7,326,279	5,150,400	4,719,600	4,027,200
Receipts	.	"	235,933	235,375	242,742	240,300	255,800	226,100
<b>Net</b>			5,249,069	3,439,186	7,083,537	4,930,100	4,463,800	3,801,100
<b>NON-EFFECTIVE SERVICES—</b>								
India	.	Rx.	897,138	506,263	922,385	957,500	945,600	912,600
England	.	£	2,316,527	2,368,852	2,444,845	2,475,800	2,426,700	2,496,800
Exchange	.	Rx.	1,760,027	1,565,477	1,357,647	1,180,400	1,213,300	1,307,800
<b>TOTAL</b>			4,973,692	4,840,592	4,697,077	4,819,700	4,585,600	4,717,200
<b>Less—Receipts</b>			110,855	114,951	111,078	100,000	113,200	106,800
<b>Net</b>			4,862,837	4,725,581	4,585,999	4,712,800	4,472,400	4,610,400
<b>GRAND TOTAL—</b>								
India	.	Rx.	18,120,112	17,261,343	16,362,539	18,083,800	17,565,200	16,912,300
England	.	£	4,135,794	4,211,135	4,244,227	4,409,300	4,344,100	4,193,800
Exchange	.	Rx.	3,142,251	2,282,806	2,390,008	2,504,800	2,162,000	2,353,500
<b>TOTAL</b>			25,398,157	24,255,284	26,996,774	28,055,900	24,051,300	23,758,900
<b>Less—Receipts</b>			976,011	95,330	681,824	909,900	924,800	919,300
<b>Net</b>			24,422,146	24,302,008	26,114,950	27,146,000	23,126,500	22,839,600

192. The variations in the above figures have been explained in paragraphs 118, 120, 121, 138, 154, and 155 above.



### Section VI.—Capital Expenditure on Public Works not charged against Revenue.

193. In paragraph 177 of the Financial Statement for March 1898 the programme sanctioned by the Secretary of State for the construction of Railways in India during the three years 1896-97 and 1897-98 and 1898-99, which involved the expenditure of 29½ crores of rupees, was referred to and explained.

The year 1898-99 being the last of the three years to which the programme of 29½ crores applied, it was considered necessary to prepare a new programme of Railway Construction for the three years from 1899-1900 to 1901-2. The large Cash Balances in the Indian Treasuries, which justified the policy of extending Railway Construction which was adopted in 1895-96, have now been exhausted. The new estimate of expenditure has accordingly been framed at a moderate figure, and a programme for the next three years working up to Rx. 20,322,100 has been sanctioned by the Secretary of State. In consequence, however, of the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, much of which is due to short outlay in England consequent on the engineering strikes and the failure of contractors to complete orders placed with them for stores, it has been decided, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse, to the grant for 1899-1900. A further addition of Rx. 1,050,000 has since been provisionally sanctioned under certain conditions, subject to the Secretary of State's approval. This new programme includes all Railway Construction for which Government undertakes any responsibility or gives any guarantee, and includes therefore, in addition to the classes of outlay provided for in the earlier programme, (1) the Capital expenditure of the three old Guaranteed Companies, and (2) outlay on branch lines of Railway incurred by Private Companies on firm guarantee by Government. The details of the new programme may be compared as follows with the corresponding expenditure in the three years ending with 1898-99:—

	1896-97, Actuals.	1897-98, Actuals.	1898-99, Revised.	Total.	1899-1900.	1900-1.	1901-2.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
I.—State Lines—								
(i) Managed by the State.	3,705,834	2,354,102	2,379,500	8,439,436	1,829,000	1,747,200	1,673,000	5,249,200
(ii) Managed by Companies.	1,973,841	2,258,587	2,771,900	7,004,328	2,876,000	2,552,000	2,755,500	7,183,500
II.—Lines of three old Guaranteed Companies.	285,348	427,819	851,600	1,574,767	1,107,800	350,000	471,400	2,129,200
III.—Lines of other Guaranteed or Assisted Companies.	2,979,194	3,526,515	2,937,300	9,443,009	2,841,900	1,820,000	1,921,100	6,583,000
IV.—Branch Lines on firm guarantee.	1,008	124,251	218,000	343,259	168,000	59,200	...	227,200
<b>Total</b>	<b>8,945,225</b>	<b>8,701,274</b>	<b>9,158,300</b>	<b>26,804,799</b>	<b>8,822,700</b>	<b>5,728,400</b>	<b>6,821,000</b>	<b>21,372,100</b>

194. The Budget Estimate of 1898-99 provided for an expenditure of Rx. 13,051,300 on Railways, Irrigation Works, and Miscellaneous Public improvements, including Rx. 1,129,900 on account of expenditure under head of Open Line Capital by the three old Guaranteed Companies and 134,500



for Branch Lines with a firm guarantee. The total sum was distributed as follows:—

	Rx.
34.—Construction of Protective Railways . . . . .	668,300
48.—State Railways—Construction . . . . .	4,951,300
49.—Irrigation . . . . .	750,000
50.—Miscellaneous Public Improvements . . . . .	48,000
Capital of Indian Railway Companies . . . . .	3,475,000
Guaranteed Railways—Open Lines . . . . .	1,125,900
"    "    Extensions . . . . .	70,000
Branch Line Companies . . . . .	334,500
East Indian Railway Company's Debentures . . . . .	944,300
<b>TOTAL</b> . . . . .	<b>13,051,300</b>

195. During the course of the year it became apparent that, owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, it would be impossible to work up to the amount of the Budget Estimate. It was also decided that expenditure on the jetties at Chittagong should not be treated as Miscellaneous Public Improvements not charged to Revenue, but should form a part of the expenditure under "48.—State Railways—Construction," the necessary adjustment in regard to previous expenditure being duly carried out. The Revised Estimates for Capital expenditure on Railways and Irrigation Works during 1898-99 have accordingly been prepared as under:—

	Rx.
34.—Construction of Protective Railways . . . . .	695,400
48.—State Railways—Construction . . . . .	2,882,200
49.—Irrigation . . . . .	692,200
Capital Account of Indian Railway Companies . . . . .	2,937,320
Guaranteed Railways—Open Lines . . . . .	552,800
"    "    Extensions . . . . .	298,800
Branch Line Companies . . . . .	218,000
East Indian Railway Company's Debentures . . . . .	1,573,800
<b>TOTAL</b> . . . . .	<b>9,850,500</b>

or for a sum less by Rx. 3,200,800 than the amount of the Budget Estimate.

In addition to the above sum, the Branch Line Companies not in receipt of a firm guarantee and the Companies whose accounts are outside the Government accounts are expected to spend during the year Rx. 1,470,100 as under:—

Branch Line Companies—

	Rx.
Ahmedabad-Parantij . . . . .	600
Mymensingh-Jamalpur . . . . .	70,000
South Behar . . . . .	204,000
Tapti Valley . . . . .	650,000
	<b>924,600</b>

Outside the Government Accounts—

Bengal and North-Western Railway Extensions . . . . .	445,000
Segowlie-Raksaul . . . . .	20,500
Nilgiri . . . . .	40,000
Bengal Doorgs Extensions . . . . .	40,000
	<b>545,500</b>

Thus making a total of Rx. 11,320,600 for all Railways and Irrigation Works in India.



196. In Despatch No. 351 (Financial), dated 10th November 1898, from the Government of India, to the Secretary of State, it was proposed to incur expenditure to the extent of Rx. 20,322,100 on the construction of Railways during the three years 1899-1900 to 1901-2, distributed as under :—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1 . . . . .	6,728,400
1901-2 . . . . .	6,821,000
<b>TOTAL</b> . . . . .	<b>20,322,100</b>

The Secretary of State's approval to this forecast was conveyed in his telegram dated 10th January 1899.

197. The programme of proposed expenditure during 1899-1900 provides for a sum of Rx. 6,772,700. The reasons for the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, have already been stated in paragraph 193 above, and it has been explained that a sum of Rx. 2,150,000 has been added to the grant for 1899-1900. With this addition the total amount available for expenditure on construction of Railways will stand at Rx. 8,922,700. From this figure, however, it will be necessary to deduct a sum of Rx. 100,000 on account of the Capital cost of the Umaria Colliery which will be transferred to the Rewa Durbar with effect from 1st April 1899. The net amount entered in the Estimates for construction of Railways therefore stands at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . . .	490,000
48.—State Railways—Construction . . . . .	3,465,000
Capital of Indian Railway Companies . . . . .	2,841,900
Branch Line Companies . . . . .	168,000
Guaranteed Railways and Extensions . . . . .	1,107,800
East Indian Railway Company's Debentures . . . . .	750,000
<b>Total amount available</b> . . . . .	<b>8,822,700</b>

In addition to the above, further Capital expenditure will also be incurred in 1899-1900 by Branch Line Companies not in receipt of a firm guarantee, and other Companies whose accounts are outside the Government accounts, to the extent of Rx. 950,300 as under :—

	Rx.
<b>Branch Line Companies—</b>	
Ahmedabad-Parantij . . . . .	2,100
Mymensingh-Jamalpur . . . . .	60,000
South Behar . . . . .	77,500
Tapti Valley . . . . .	230,000
<b>TOTAL</b> . . . . .	<b>369,600</b>
<b>Outside the Government Accounts—</b>	
Bengal and North-Western Railway Extensions . . . . .	365,000
Segowli-Raksaul . . . . .	10,700
Nilgiri . . . . .	5,000
Bengal Doars Extensions . . . . .	200,000
<b>TOTAL</b> . . . . .	<b>580,700</b>



The provision for Irrigation Works amounts to Rx. 350,000.

The total Capital expenditure on Railways and Irrigation Works in 1899-1900 accordingly amounts to Rx. 10,623,000.

#### 48.—State Railways—Construction.

198. The Budget grant for 1897-98 amounted to Rx. 5,838,600 as under:—

	Rx.
Total provision in Forecast	10,130,000
	Rx.
<i>Deduct</i> —Capital of Indian Railway Companies (Rx. 3,710,000 less Rx. 1,200,000 for East Indian Railway)	2,510,000
Provision for Burma Railways	1,000,000
Additional provision for expenditure in England on the Assam-Bengal Railway (Rx. 199,300—Rx. 80,000)	119,300
	3,629,300
	6,500,700
<i>Deduct</i> —Amount provided for East Indian Railway from debentures raised by Company	662,100
Grant available	5,838,600

The whole amount was shown under the head 48.—State Railways—Construction.

The Revised Estimate provided for a total expenditure of Rx. 3,903,400 under the same head, against which the actual expenditure incurred amounted to Rx. 3,632,005, thus falling short of the Revised Estimate by Rx. 271,395 and of the Budget provision by Rx. 2,206,595.

199. The amounts provided for Railway Construction this year and next are—Revised Estimate, 1898-99, Rx. 5,151,400, and Budget Estimate, 1899-1900, Rx. 4,705,000. These figures include provision to the extent of Rx. 695,400 and Rx. 490,000, respectively, under the head 34.—Construction of Protective Railways. The distribution of the above totals is given in paragraph 28 of this Statement.

200. The distribution of the total expenditure on Railway Construction through State and Companies' agency in each of the three years from 1897-98 to 1899-1900, as given in paragraph 193, is as follows:—

	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure in England.</i>			
1. State Lines	809,010	788,000	681,000
2. Old Guaranteed Railways	761,182	937,600	818,800
3. Extensions of ditto	763	86,300	130,900
4. Other Guaranteed or Assisted Railways	748,921	756,800	996,000
TOTAL	£ 2,319,876	2,568,700	2,626,700



	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Exchange on Expenditure in England.</i>			
1. State Lines	455,570	394,000	356,700
2. Old Guaranteed Railways at contract rate	69,198	85,200	74,500
3. Extensions of ditto at average rates	466	44,000	68,200
4. Other Guaranteed or Assisted Railways at contract rates	462,842	394,100	517,700
TOTAL . Rx.	988,076	917,300	1,017,100
<i>Expenditure in India.</i>			
1. State Lines . . . . . Rx.	3,348,109	3,969,400	3,667,300
2. Old Guaranteed Railways (net repayments) . . . . . Rx.	—398,838	—470,000	—349,300
3. Extensions of ditto . . . . . Rx.	5,048	168,500	304,700
4. Other Guaranteed or Assisted Railways . . . . . Rx.	2,314,752	1,786,400	1,328,200
5. Branch Lines on firm guarantee . . . . . Rx.	124,251	218,000	168,000
TOTAL INDIA . . . . .	5,393,322	5,672,300	5,178,900
TOTAL OF PROGRAMME . . . . .	8,701,274	9,158,300	8,822,700
To the above should be added the following amounts on account of expenditure on other Companies' lines and expenditure on Railway Construction from Provincial Revenues:—			
Other Branch Lines . . . . .	563,685	924,600	369,600
Railways outside of Government accounts . . . . .	903,550	545,500	580,700
Provincial State Lines . . . . .	3,792	4,200	3,600
GRAND TOTAL . . . . .	10,172,301	10,632,600	9,776,600

## 49.—Irrigation—Construction.

201. The figures are:—

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
Rx.	Rx.	Rx.	Rx.
692,431	750,000	692,200	850,000

The expenditure during the current year is likely to fall short of the Budget Estimate by Rx. 57,800 owing chiefly to delay in starting work on the Jhelum Canal. In order to meet the heavy demands for expenditure on this and other projects, the Budget grant for 1899-1900 has been fixed at Rx. 850,000.

## 50.—Miscellaneous Public Improvements.

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.
Rx.	Rx.	Rx.
4,105	48,000	—4,100



202. As was explained in paragraph 185 of the Financial Statement of March 1898, this head was opened in the Accounts of 1897-98 to record the expenditure on the construction of certain jetties and landing-sheds at Chittagong in connection with the Assam-Bengal Railway. It has now been decided to classify this expenditure under the head "48.—Railways—Construction," and the expenditure of Rs. 4,105 recorded in 1897-98 has accordingly been written back in 1898-99.

### Section VI.—Ways and Means.

#### HOME TREASURY.

203. The following table sets out the transactions of the Home Treasury as they appear in the Budget and Revised Estimate for 1898-99 and in the Budget for the coming year :—

	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
RECEIPTS.	£	£	£
Council Bills . . . . .	16,000,000	19,000,000	17,000,000
Permanent Debt incurred . . . . .	6,000,000	5,297,700	...
Temporary Debt incurred . . . . .	6,000,000	4,500,000	4,500,000
Capital Receipts from Railway Companies— for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	1,676,000	1,226,300	1,473,000
Deposits and Advances, net . . . . .	...	200	...
<b>Add—Opening Balance . . . . .</b>	<b>2,168,254</b>	<b>2,534,244</b>	<b>4,304,444</b>
<b>TOTAL . . . . .</b>	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>
OUTGOINGS.			
Excess of Expenditure over Revenue . . . . .	16,286,500	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	1,119,400	791,100	682,100
Permanent Debt discharged . . . . .	3,384,700	3,324,900	...
Temporary Debt . . . . .	6,000,000	6,000,000	4,500,000
Issues to Railway Companies on Capital Account— for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	2,316,500	1,823,900	1,948,700
Remittances from India, net— (a) Railway Companies' Remittances . . . . .	302,500	—62,700	936,000
(b) Family and other Remittances . . . . .	191,300	225,600	263,800
<b>Add—Closing Balance . . . . .</b>	<b>2,242,854</b>	<b>4,304,444</b>	<b>2,817,344</b>
<b>TOTAL . . . . .</b>	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>

204. In the Budget Estimate of 1898-99 the net disbursements of the Home Treasury, excluding Loans and Council Bills, were taken at £18,540,700. The intention then was to provide £16,000,000 of this by the sale of Bills on India, and to meet the balance, £2,540,700, by raising Sterling loans in England. According to the Revised Estimates the net disbursements, apart from the discount on the loan raised during the year by means of 2½ per cent India Stock, will be £17,642,600, so that if the sales of Council Bills had been restricted to £16,000,000, loan funds would have had to meet only £1,642,600, instead of £2,540,700 as originally contemplated. But the new loan of the year was



raised at a heavy discount, amounting to £702,300, on a total debt of £6,000,000; while, on the other hand, the Secretary of State has taken advantage of the improvement in the cash balances in India and of the favourable prospects of the season to raise his drawings in 1898-99 to £19,000,000. The larger balances thus made available have enabled the Secretary of State to reduce temporary borrowing on India Bills from £6,000,000 to £4,500,000, and the cash balance of the Home Treasury at the end of the year is now expected to exceed the opening balance by £1,770,200. Although, for the reasons explained above, the sale of Bills on India to the extent of £18,000,000 only would have been more than sufficient to cover the net disbursements of the Home Treasury in 1898-99, the Secretary of State has drawn a million in excess of this sum with the object of fully meeting the large mercantile demand for remittance arising from the brisk trade of the year. The drawings of 1899-1900 will be reduced by a corresponding amount.

205. In accordance with the intention announced in paragraph 194 of the 1898-99. last Financial Statement, India Stock for £6,000,000 was issued in July 1898. Sterling Loans. The new stock was issued at 2½ per cent: but owing to the unfavourable state of the money market at the time, the loan was taken up at the heavy discount of £11 9s. 7d. per cent. The total amount tendered was £22,385,300, and the minimum rate of accepted tenders was £88 5s. 6d. It is usual, when the amount of discount on a new loan is moderate, to charge off the whole amount against the Revenues of the year in which the loan is raised; but as in the present case the discount comes to the large sum of £702,300, it has been decided, in accordance with an arrangement sanctioned in 1886, to create a Sinking Fund for its discharge by annual payments for 50 years at an interest of 2½ per cent per annum. Accordingly, the money actually raised by the loan, namely, £5,297,700, is shown in the table in paragraph 203 as a receipt on account of the loan, and the annual payment to the Sinking Fund, amounting to about £7,000, is, as already explained in paragraph 121, shown as expenditure.

In accordance with the programme settled at the beginning of the year, 384,700l. of Oudh and Rohilkhand Railway 4 per cent Debenture Stock was discharged on the 6th May 1898, and 3,000,000l. India Debentures bearing interest at 3½ per cent were also discharged on their expiry on 16th August 1898.

206. In March last it was intended to raise 6,000,000l. in 1898-99 by means 1898-99. of India Bills so as to replace an equivalent amount falling due in the year; but Temporary Debt. in consequence of the larger amount received for Bills of Exchange on India only 4,500,000l. of temporary debt had to be replaced, and the remainder was discharged by a reduction in the cash balances. Of the 4,500,000l. India Bills issued during the year, 2,500,000l. were issued in May 1898 and 2,000,000l. in September, both issues being for twelve months. The results of the loans were as follows:—

Month of issue.	Amount tendered.	Amount accepted.	Average rate of interest per cent per annum.
	£	£	£ s. d.
May 1898 . . . . .	18,809,000	2,500,000	2 2 6
September 1898 . . . . .	7,175,000	2,000,000	2 12 0

207. The net issues to Railway Companies in England in 1898-99 are now Capital of Railway Companies. estimated to be 597,600l. against 640,500l. entered in the Budget Estimate, showing a reduction of 42,900l. only. The following are the usual details:—

	Budget.	Revised.
	£	£
RECEIPTS.		
Subscribed Capital—		
(a) State Lines . . . . .	1,335,100	1,151,800
(b) Guaranteed Lines . . . . .	1,829,500	836,800
Miscellaneous . . . . .	3,000	43,200
TOTAL . . . . .	3,167,600	2,031,800



ISSUES.	Budget.	Revised.
	£	£
For discharge of Debentures—		
(a) State Railways . . . . .	835,100	600,000
(b) Guaranteed Lines . . . . .	656,500	205,500
For Stores, Establishment Charges, etc.—		
(a) State Railways . . . . .	865,300	759,700
(b) Guaranteed Lines . . . . .	1,451,200	1,064,200
TOTAL . . . . .	3,808,100	2,629,400

Debentures of the Rohilkhand-Kumaon, Southern Mahratta, Madras, and Bombay, Baroda and Central India Railway Companies, aggregating £686,100, were renewed instead of being replaced by fresh Capital as was contemplated in the Budget programme. The Capital receipts from the Bombay, Baroda and Central India, the Great Indian Peninsula Railway, and the Madras Railway were less by 541,700*l.* than the original estimate. On the other hand, the Indian Midland and Bengal-Nagpur Railways raised 51,800*l.* more, making the net decrease in the amounts of new Capital 1,176,000*l.* as shown above. The item "Miscellaneous" includes 37,490*l.* received from the Bombay, Baroda and Central India Railway Company as contribution from the Fire Insurance Fund towards the cost of renewing Warren girders.

The estimates of the demands of the Companies for stores, establishment charges, etc., have proved too high except in the case of the Bengal Central, the Bengal-Nagpur, and the Burma Railways.

208. The following are the details of the remittance transactions of Railway Companies working State lines in India, to which advances of funds are made in England for the purchase of stores, etc., against adjustment in India by debit to the Railway Accounts :—

	Budget.	Revised.
	£	£
Advances for purchase of Stores—		
East Indian Railway . . . . .	700,000	714,400
Rajputana-Malwa . . . . .	65,000	70,600
South Indian Railway . . . . .	65,000	47,300
Bengal and North-Western Railway . . . . .	75,000	107,000
	905,000	939,300
East Indian Railway Debentures . . . . .	600,000	1,000,000
Transfer fees, etc. . . . .	2,500	2,000
	602,500	1,002,000
Net Remittance from India . . . . .	302,500	—62,700

The East Indian Railway has been authorised to raise 1,000,000*l.* instead of 600,000*l.* entered in the Budget Estimate, and the advances for purchase of stores are now expected to be largely in excess of the original estimates furnished by the several Companies.

Family and other  
remittances.

209. The increase in the net payments on account of family and other remittances of £34,300 is the result of a number of large differences. The demands for Railway stores required by Native States have greatly exceeded the estimates sent from India, and the Revised Estimates also include 10,000*l.* estimated to be refunded to the Imperial Government in settlement of the expenses attending the employment of Native Indian Troops at Suakin. On the other hand, the repayments by Her Majesty's Government of expenses attending the employment of Indian Native Troops sent to Mombassa are expected to exceed the original estimate by 18,600*l.*



210. The net disbursements at the Home Treasury in 1899-1900, excluding <sup>1899-1900.</sup> Loans and Council Bills, are estimated at £18,487,100 against £18,540,700 in the <sup>Home Treasury.</sup> Budget Estimate of 1898-99. As already stated in paragraph 204, the Secretary of State's present estimate of the drawings in 1898-99 will produce a large increase in his cash balances during the year, and this increase will be drawn upon to a considerable extent to meet the requirements of 1899-1900. It is therefore the present intention of the Secretary of State to draw during 1899-1900 £17,000,000 by Bills on India. <sup>Ways and Means.</sup>

No increase in the Sterling debt in 1899-1900 is contemplated at present, nor is it proposed to issue any India Stock in the year; but India Bills falling due in 1899-1900 will be covered by fresh issues of a corresponding amount.

According to the programme now announced, the net disbursements of the Home Treasury will be met, in the year 1899-1900, by the sale of Bills on India to the amount of £17,000,000 and by a reduction in the cash balances of £1,487,100.

211. It should be understood that in stating the present intentions of the Secretary of State no sort of pledge is given that he will adhere to the programme.

#### INDIA.

212. The following is a summary of the Estimate of Ways and Means in India:—

	1898-99.		1899-1900.
	Budget.	Revised.	Budget.
	Rx.	Rx.	Rx.
<b>RECEIPTS.</b>			
1. Excess of Revenue over the Expenditure charged against it	26,298,400	28,196,200	28,868,000
2. Rupee Loan	3,000,000	1,200,000	...
3. Increase of Unfunded Debt, mostly Savings Bank Deposits, net	538,800	291,600	521,900
4. Other items, net	—86,700	1,122,500	844,500
5. Remittances to Secretary of State, net—			
(a) Railway Companies' Remittances	302,500	—62,700	736,000
(b) Other Remittances	244,300	230,800	222,100
Add—Opening Balance	16,722,352	15,982,443	17,072,043
<b>TOTAL</b>	<b>47,019,652</b>	<b>46,960,843</b>	<b>48,204,543</b>
<b>OUTGOINGS.</b>			
6. Excess Expenditure charged to Provincial Balances	116,800	—1,417,900	924,700
7. Expenditure not charged to Revenue	4,002,300	2,383,700	3,275,600
8. Rupee Debt discharged	325,000	245,200	190,000
9. Loans to Municipalities, etc., net	—62,200	—262,500	248,800
10. Issues on Capital Account to Railway Companies, net	1,458,800	873,300	781,300
11. Council Bills—Sterling Amount	16,014,500	18,595,200	17,152,100
Exchange	8,945,500	9,371,800	8,952,600
Add—Closing Balance	16,208,952	17,072,043	16,679,443
<b>TOTAL</b>	<b>47,019,652</b>	<b>46,960,843</b>	<b>48,204,543</b>

The headings in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others refer to purely Indian transactions.



1898-99.  
General Summary.

213. The excess of revenue in India over the expenditure charged against it was taken in the Budget Estimate of 1898-99 at Rx. 26,298,400, and it was assumed that it would be possible to pay Rx. 24,960,000 on account of Council Bills during the year with the help of a rupee loan of Rx. 3,000,000 and with a reduction in the cash balances of Rx. 513,400. The early cessation of warlike operations on the frontier, the partial failure of the opium crop which reduced the payments to cultivators, and a satisfactory improvement in Railway and other revenues so far improved the cash balances as to enable Government to reduce the rupee loan of the year to Rx. 1,200,000 without curtailing the drawings of the Secretary of State in the early part of the year. As the year advanced, a steady increase of the revenue and large lapses in the grants for Capital expenditure added constantly to the balances and rendered it possible to meet without difficulty payments for Council Bills considerably in excess of the Budget Estimate. It is now estimated that the revenue in excess of expenditure will amount to Rx. 28,196,200; that the balances of Provincial Governments and Local Funds will be increased by Rx. 1,417,900 instead of being reduced by Rx. 116,800 as anticipated in the Budget; and that the Capital expenditure of Government not charged to Revenue will be Rx. 1,618,600 less than the original estimate. The net result of these and other variations is that in spite of the proposed rupee loan having been reduced by Rx. 1,800,000, Rx. 28,067,000 will be paid on account of Council Bills, and the year will close with a cash balance of Rx. 17,072,043, being Rx. 1,089,600 in excess of the opening balance of the year.

Rupee Loan of  
1898-99.

214. It was announced in paragraph 200 of the last Financial Statement that a new loan of Rx. 3,000,000 would be raised in India in 1898-99. But owing to the scarcity of loanable Capital, due partly to famine and plague and partly to the Exchange Banks having remitted their surplus balances to England, the prospects of raising such a large amount in the Indian market were unfavourable. As a review of the Ways and Means in June 1898 showed that owing to a general improvement in revenue prospects a loan of Rx. 1,200,000 might be sufficient, it was decided to borrow that amount only. The state of the market made it impossible to attempt a 3 per cent loan, and the loan was therefore raised at  $3\frac{1}{2}$  per cent as in 1897-98.

The loan of Rx. 1,200,000 was issued on 30th July 1898, and tenders for it were received on 24th August 1898. The unfavourable state of the money market affected the result, and the loan was raised at a discount of Rs-3 $\frac{1}{2}$  annas per cent.

1899-1900.  
Main features.

215. The Revenue Account for 1899-1900 as now made up closes with a surplus of Rx. 3,932,600. The Capital expenditure on Railways and Canals not charged to Revenue must of necessity be provided for either from the surplus revenue, or by reducing the cash balances, or by contracting a loan. In 1899-1900 the requirements for Capital expenditure are—

	Rx.
(1) Government expenditure in India	3,275,600
(2) Government expenditure in England (£ 682,100 converted at 15 $\frac{1}{2}$ d. the rupee)	1,039,400
(3) Net disbursements to Railway Companies in India	1,355,600
(4) Net disbursements to Railway Companies in England (£475,700 converted at 15 $\frac{1}{2}$ d. the rupee)	724,900
<b>TOTAL</b>	<b>6,395,500</b>

Of the total sum of Rx. 6,395,500 thus required in England and in India for the purpose of Capital expenditure during 1899-1900, £1,487,100 or



Rx. 2,266,100 has already been rendered available in the manner explained in paragraph 210 above by the increase in the Secretary of State's balances resulting from the larger drawings of Council Bills during the current year, and the remainder Rx. 4,129,400 will be more than covered by the surplus revenue estimated at Rx. 3,932,600 and an estimated reduction in the cash balances in India of Rx. 392,600. Accordingly no new rupee loan will be required in India for the purpose of Capital expenditure in 1899-1900.

Apart from the revenue surplus mentioned above, there will be a net receipt on account of Unfunded Debt—chiefly Savings Bank deposits—of Rx. 521,900, and Rx. 603,900 (included in "Other items" in the table in paragraph 212) out of the Famine Insurance Grant of Rx. 1,500,000 will be available for appropriation in reduction of debt. Against these important receipts there will be taken the expenditure of Provincial Governments from accumulated balances (Rx. 924,700), the payments for rupee debt discharged (Rx. 190,000), and the loans by Government (Rx. 248,800). The payments of Council Bills in 1899-1900 as entered in the Estimates will be Rx. 26,104,700 including exchange, or Rx. 1,144,700 more than the corresponding figure in the Budget Estimates of 1898-99.

216. As above stated, no rupee loan in India will be required in 1899-1900, and it is not the present intention of the Government of India to raise any such loan in the year. Full liberty is, however, reserved as usual to alter the programme, as now announced, to any extent that may be considered desirable.

217. The following table gives the details of the transactions of Savings Banks during the last few years and the estimated transactions for 1898-99 and 1899-1900:—

YEAR.	Net additions to deposits, cash.	Interest.	Total addition.
1890-91 . . . . .	250,700	279,700	530,400
1891-92 . . . . .	317,900	306,200	624,100
1892-93 . . . . .	548,900	339,400	888,300
1893-94 . . . . .	179,900	368,000	547,900
1894-95 . . . . .	—84,500	297,000	212,500
1895-96 . . . . .	247,700	338,500	586,200
1896-97 . . . . .	—581,100	346,600	—234,500
1897-98 . . . . .	—657,100	327,000	—330,100
1898-99, Budget . . . . .	156,700	327,500	484,200
1898-99, Revised . . . . .	—90,300	325,700	235,400
1899-1900, Budget . . . . .	126,500	330,600	457,100

218. The Budget Estimate of 1898-99 anticipated a small addition of Rx. 156,700 to the net deposits, but according to the present estimates there will be a net withdrawal of Rx. 90,300 apart from interest. This result is attributed to the low price ruling for Government securities throughout the greater part of the year having encouraged small investors to withdraw their money from Savings Banks and buy Government paper. The price of  $3\frac{1}{2}$  per cent Government securities is now above par, and in preparing the Budget Estimates for 1899-1900 allowance has been made for a small addition to the net deposits of Rx. 126,500.

219. The transactions during the year 1898-99 under the head of Loans by Government are now expected to result in a net receipt of Rx. 262,500 against Rx. 62,200 entered in the Budget Estimate, an increase in the receipts of Rx. 200,300. This increase is made up of an increase in the recoveries of Rx. 174,400 and a decrease in the advances of Rx. 25,900. As is usually the case, the allotments asked for by Provincial Governments on behalf of local

*Loans by Government for local purposes.*



authorities could not be fully utilised by reason of delays in maturing the schemes of improvement for which the loans were required. The amounts so lapsing are largest in the North-Western Provinces and Oudh.

The recoveries were also larger than the original estimates, chiefly in the Central Provinces and the North-Western Provinces.

Provision has been made in the Budget Estimate of 1899-1900 for net issues on account of loans to the extent of Rx. 248,800 made up of allotments of advances aggregating Rx. 989,600 and recoveries of past loans, Rx. 740,800. The following are the figures of gross recoveries and issues for the six years ending 1899-1900:—

	Issues.	Recoveries.
1894-95 . . . . .	686,806	512,267
1895-96 . . . . .	744,789	506,246
1896-97 . . . . .	1,337,194	542,638
1897-98 . . . . .	1,466,739	958,153
1898-99, Revised . . . . .	771,700	1,034,200
1899-1900, Budget . . . . .	989,600	740,800

It will be observed that the large issues of the later years of the period have been to a great extent met by large recoveries which in their turn were rendered possible by the liberal scale on which certain classes of loans were given in years of scarcity. The estimates for next year include a large provision for loans to agriculturists and cultivators in the Punjab required partly for the relief of distress apprehended in the Hissar District, but chiefly in connection with the Chenab Canal Colonisation Project from which a substantial increase of revenue is expected. Allowance has been made for plague loans as far as they can be foreseen at present. A sum of Rx. 100,000 representing the Capital cost of the Umaria Colliery is also included in the figures as a loan to the Rewa Durbar. The Colliery will be transferred to the Durbar with effect from 1st April 1899, and pending recovery of the cost the amount is written off the Capital Account of Railways by transfer to the Loan Account.

Cash Balance.

220. The year 1899-1900 is estimated to close with a cash balance in the Indian Treasuries of Rx. 16,679,443, which is less than the opening balance of the year by Rx. 392,600.

J. WESTLAND.

CALCUTTA;  
March 20, 1899.



## APPENDIX.

### ACCOUNTS AND ESTIMATES.

Accounts . . . . .	1897-98
Revised Estimates . . . . .	1898-99
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*General Statement of the Accounts and Estimates of the Revenue of India, in India*

		For Details, vide State- ment.	RECEIPTS.			
			ACCOUNTS, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Revenue—</b>						
<b>Principal Heads of Revenue—</b>						
Land Revenue . . . . .	A		25,683,642	27,568,200	27,679,400	27,641,500
Opium . . . . .	"		5,179,772	5,329,800	5,679,400	6,003,700
Salt . . . . .	"		8,594,225	8,728,000	9,047,200	8,757,300
Stamps . . . . .	"		4,837,043	4,855,900	4,835,900	4,897,100
Excise . . . . .	"		5,489,454	5,717,300	5,731,000	5,778,200
Customs . . . . .	"		4,641,295	4,590,500	4,898,400	4,648,700
Other Heads . . . . .	"		8,728,842	8,870,100	9,113,500	9,093,400
<b>TOTAL PRINCIPAL HEADS R.</b>		...	<b>63,154,273</b>	<b>65,659,800</b>	<b>66,989,200</b>	<b>66,817,100</b>
<b>Interest . . . . .</b>						
Interest . . . . .	A		872,241	929,800	970,100	928,900
<b>Post Office, Telegraph, and Mint . . . . .</b>						
Post Office, Telegraph, and Mint . . . . .	"		3,370,548	3,203,900	3,054,400	3,005,200
<b>Receipts by Civil Departments . . . . .</b>						
Receipts by Civil Departments . . . . .	"		1,723,511	1,733,000	1,748,400	1,775,500
<b>Miscellaneous . . . . .</b>						
Miscellaneous . . . . .	"		940,994	913,600	984,700	851,500
<b>Railways . . . . .</b>						
Railways . . . . .	"		21,260,886	21,823,600	22,736,400	23,460,900
<b>Irrigation . . . . .</b>						
Irrigation . . . . .	"		3,569,864	3,228,100	3,461,700	3,451,100
<b>Buildings and Roads . . . . .</b>						
Buildings and Roads . . . . .	"		667,823	678,700	696,400	683,900
<b>Receipts by Military Department . . . . .</b>						
Receipts by Military Department . . . . .	"		881,864	909,900	924,800	919,300
<b>TOTAL REVENUE R.</b>		...	<b>96,442,004</b>	<b>99,085,300</b>	<b>101,566,100</b>	<b>101,991,300</b>
<b>Debt, Deposits, and Advances—</b>						
<b>Permanent Debt (net Incurred) . . . . .</b>						
Permanent Debt (net Incurred) . . . . .	C		6,977,779	5,290,300	2,867,600	...
<b>Temporary Debt (net Incurred) . . . . .</b>						
Temporary Debt (net Incurred) . . . . .	"		5,000,000	...	...	...
<b>Unfunded Debt (net Incurred) . . . . .</b>						
Unfunded Debt (net Incurred) . . . . .	"		...	538,800	291,600	521,900
<b>Deposits and Advances (net) . . . . .</b>						
Deposits and Advances (net) . . . . .	"		2,944,660	598,600	869,900	...
<b>Loans and Advances by Imperial Government (net Repayments) . . . . .</b>						
Loans and Advances by Imperial Government (net Repayments) . . . . .	"		44,963	91,300	40,000	...
<b>Loans and Advances by Provincial Governments (net Repayments) . . . . .</b>						
Loans and Advances by Provincial Governments (net Repayments) . . . . .	"		...	...	222,500	...
<b>Remittances (net) . . . . .</b>						
Remittances (net) . . . . .	"		...	53,000	745,800	...
<b>Secretary of State's Bills drawn . . . . .</b>						
Secretary of State's Bills drawn . . . . .	"		9,506,077	16,000,000	19,000,000	17,000,000
<b>TOTAL RECEIPTS</b>		...	<b>120,015,483</b>	<b>121,657,403</b>	<b>125,602,900</b>	<b>119,483,400</b>
<b>Balance on 1st April—India . R.</b>		...	<b>13,873,752</b>	<b>16,722,352</b>	<b>15,982,443</b>	<b>17,072,043</b>
<b>England . £</b>		...	<b>2,832,354</b>	<b>2,168,254</b>	<b>2,534,244</b>	<b>4,304,444</b>
<b>GRAND TOTAL</b>		...	<b>136,721,589</b>	<b>140,548,006</b>	<b>144,119,587</b>	<b>140,859,887</b>

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General



# Expenditure and Receipts and Disbursements of the Government of India in England.

	For details vide State- ment.	DISBURSEMENTS.			
		Accounts, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Expenditure—</b>					
Direct Demands on the Revenues . . . . .	B	10,816,813	11,210,900	10,712,300	11,353,600
Interest . . . . .	"	3,472,260	3,378,600	3,076,800	3,014,200
Post Office, Telegraph, and Mint . . . . .	"	2,869,525	2,932,000	2,830,900	2,984,400
Salaries and Expenses of Civil Departments . . . . .	"	15,739,547	15,694,800	15,715,900	16,383,100
Miscellaneous Civil Charges . . . . .	"	5,716,826	5,777,600	5,774,200	5,843,500
Famine Relief and Insurance . . . . .	"	5,363,125	1,099,200	1,176,100	1,129,600
Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	"	3,792	5,800	4,200	3,600
Railway Revenue Account . . . . .	"	22,693,503	23,921,400	23,614,500	24,341,500
Irrigation . . . . .	"	3,144,085	3,213,100	3,223,100	3,334,800
Buildings and Roads . . . . .	"	5,418,936	6,021,500	5,842,100	6,806,400
Army Services . . . . .	"	26,996,774	25,055,900	24,051,300	23,758,900
Special Defence Works . . . . .	"	23,708	...	8,400	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL R.	...	102,258,893	98,310,800	96,088,800	98,953,600
44—Provincial Surpluses: that is, portion of Allot- ments to Provincial Governments not spent by them in the year . . . . .	End of B	203,232	137,500	1,419,900	...
45—Provincial Deficits: that is, portion of Pro- vincial Expenditure defrayed from Provincial balances . . . . .	"	660,910	254,300	2,000	924,700
TOTAL EXPENDITURE CHARGED AGAINST REVENUE R.	...	101,801,215	98,194,000	97,506,700	98,028,900
<b>Expenditure not charged to Revenue—</b>					
Capital Outlay on Railways and Irrigation Works R.	End of B	4,328,511	5,749,300	3,570,300	4,005,000
<b>Debt, Deposits, and Advances—</b>					
Permanent Debt (net Discharged) . . . . .	C	...	...	...	190,000
Temporary Debt (net Discharged) . . . . .	"	...	...	1,500,000	...
Unfunded Debt (net Discharged) . . . . .	"	308,186	...	...	...
Deposits and Advances (net) . . . . .	"	...	...	...	124,600
Loans and Advances by Imperial Government (net Advances) . . . . .	"	...	...	...	11,800
Loans and Advances by Provincial Governments (net Advances) . . . . .	"	553,549	29,100	...	237,000
Capital of Railway Companies (net Payments) . . . . .	"	1,406,837	2,109,300	1,470,900	1,257,000
Remittances (net) . . . . .	"	333,829	...	...	46,700
Secretary of State's Bills paid . . . . .	"	9,472,745	16,014,500	18,695,200	17,152,100
TOTAL DISBURSEMENTS	...	118,204,904	122,096,200	122,743,100	121,303,100
Balance on 31st March—India . . . . . R.	...	15,982,443	16,208,952	17,072,043	16,679,443
England . . . . . £	...	2,534,244	2,242,854	4,304,444	2,817,344
GRAND TOTAL	...	136,721,589	140,548,006	144,119,587	140,859,887
Revenue . . . . .		96,442,004	99,085,400	101,566,100	101,401,500
Expenditure chargeable thereon . . . . .		101,801,215	98,194,000	97,506,700	98,028,900
Surplus (+) Deficit (—) . . . . . R.		—5,359,211	+891,400	+4,059,400	+3,932,600

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.  
L 2



## A.—STATEMENT of the REVENUE

HEADS OF REVENUE.	ACCOUNTS, 1897-98.					Rupees.	
	India.		England.	Exchange.*	TOTAL.	Imperial.	Pounds and Pence.
	Imperial.	Provincial and Local.		Rs. 1000 Rs.			
<b>Principal Heads of Revenue—</b>	<i>Rs.</i>	<i>Rs.</i>	<i>£</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>£</i>
I.—Land Revenue . . . . .	14,526,340	11,157,302	...	...	25,683,642	15,135,000	£8,542,400
II.—Opium . . . . .	5,179,772	...	...	...	5,179,772	5,679,400	...
III.—Salt . . . . .	8,581,447	12,778	...	...	8,594,225	8,954,000	...
IV.—Stamps . . . . .	1,246,594	3,590,649	...	...	4,837,243	1,240,600	3,596,643
V.—Excise . . . . .	3,717,352	1,272,102	...	...	5,489,454	3,880,900	1,608,554
VI.—Provincial Rates . . . . .	4,547	3,718,743	...	...	3,723,290	4,200	3,719,090
VII.—Customs . . . . .	4,608,681	31,614	...	...	4,640,295	4,859,300	3,161,614
VIII.—Assessed Taxes . . . . .	1,061,665	833,800	...	...	1,895,465	1,082,100	843,365
IX.—Forest . . . . .	900,630	838,884	...	...	1,739,514	940,600	838,914
X.—Registration . . . . .	244,335	242,200	...	...	486,534	228,000	244,534
XI.—Tributes from Native States . . . . .	884,029	...	...	...	884,029	939,700	244,329
<b>TOTAL</b>	40,955,192	22,199,081	...	...	63,154,273	42,943,800	24,045,473
<b>XII.—Interest . . . . .</b>	658,712	181,969	20,190	11,370	872,241	705,400	276,841
<b>Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office . . . . .	1,869,217	9,946	...	...	1,879,163	1,885,600	10,546
XIV.—Telegraph . . . . .	1,302,823	...	4,163	2,344	1,309,930	1,070,600	2,390
XV.—Mint . . . . .	182,044	...	7	4	182,055	76,500	175,555
<b>TOTAL</b>	3,354,084	9,946	4,170	2,348	3,370,548	3,032,700	1,007,848
<b>Receipts by Civil Departments—</b>							
XVI.—Law and Justice (Courts & Jails) . . . . .	5,814	351,099	...	...	356,913	7,500	349,413
XVII.—Police . . . . .	29,746	276,534	...	...	306,280	29,000	277,280
XVIII.—Marine . . . . .	1,404	446,926	...	...	448,330	1,300	447,030
XIX.—Education . . . . .	47,739	152,905	...	...	200,644	30,800	169,844
XX.—Medical . . . . .	1,623	215,695	...	...	217,318	2,100	215,218
XXI.—Scientific and other Minor Departments . . . . .	207	87,467	1,682	913	90,209	200	88,209
<b>TOTAL</b>	10,972	92,091	303	171	103,537	10,900	91,637
<b>Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc. . . . .	150,779	55,516	87,639	49,351	343,285	127,400	215,885
XXIII.—Stationery and Printing . . . . .	31,001	49,002	...	...	80,003	30,300	49,703
XXIV.—Exchange . . . . .	43,970	...	...	...	43,970	54,000	...
XXV.—Miscellaneous . . . . .	143,911	325,247	2,929	1,649	473,736	164,800	308,936
<b>TOTAL</b>	369,661	429,765	90,568	51,000	940,994	376,500	564,494
<b>Railways—</b>							
XXVI.—State Railways (Gross Receipts) . . . . .	18,985,869	58,296	230	130	19,044,525	19,639,000	50,525
XXVII.—Guaranteed Companies (Net Traffic Receipts) . . . . .	2,201,392	...	...	...	2,201,392	2,995,000	...
XXVIII.—Subsidized Companies (Repayment of Advances of Interest) . . . . .	12,990	...	1,266	713	14,969	4,200	10,769
<b>TOTAL</b>	21,200,251	58,296	1,496	843	21,260,886	22,638,200	61,294
<b>Irrigation—</b>							
XXIX.—Major Works: Direct Receipts . . . . .	1,265,377	1,112,367	...	...	2,377,744	1,551,600	826,144
Portion of Land Revenue due to Irrigation . . . . .	964,738	...	...	...	964,738	959,700	5,038
XXX.—Minor Works and Navigation . . . . .	57,359	170,023	...	...	227,382	78,000	149,382
<b>TOTAL</b>	2,287,474	1,282,390	...	...	3,569,864	2,620,200	905,664
<b>Buildings and Roads—</b>							
XXXI.—Military Works . . . . .	52,561	...	...	...	52,561	54,200	...
XXXII.—Civil Works . . . . .	10,440	559,631	28,911	16,280	615,062	10,500	594,562
<b>TOTAL</b>	63,001	559,631	28,911	16,280	607,823	64,700	594,123
<b>Receipts by Military Department—</b>							
XXXIII.—Army: Effective . . . . .	647,207	...	31,959	17,997	697,163	699,600	...
Non-effective . . . . .	88,502	...	14,443	8,133	111,078	90,700	20,378
Warlike operations . . . . .	73,623	...	...	...	73,623	44,900	28,723
<b>TOTAL</b>	809,332	...	46,402	26,130	881,864	835,200	46,664
<b>TOTAL REVENUES</b>	69,795,214	26,244,055	193,652	109,055	96,442,004	73,339,100	23,055,904

\* The column headed "Exchange" shows twice the several heads of Revenue and Expenditure which include transactions in England and exchange thereon calculated according to the average Rate obtained or estimated to be obtained for Bills and Telegraphic Transfers sent during the year.



## INDIA, in India and in England.

ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.						Increase + Decrease - of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)	
England.	Exchange, Rs.	Total.	Increase + Decrease - of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	INDIA.		England.	Exchange, Rs.	Total.	Increase + Decrease - of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	Increase + Decrease - of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)
				Imperial.	Provincial and Local.					
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.		
...	...	27,579,400	+ 111,200	15,014,700	11,527,200	...	...	27,641,900	+ 73,700	- 37,500
...	...	5,079,400	+ 349,600	6,003,700	...	...	...	6,003,700	+ 673,900	+ 324,300
...	...	9,047,200	+ 319,200	8,661,900	95,300	...	...	8,757,200	+ 29,800	- 290,000
...	...	4,820,900	- 16,000	1,257,400	3,569,700	...	...	4,897,100	+ 47,200	+ 57,200
...	...	5,731,000	+ 15,700	3,911,800	1,866,400	...	...	5,778,300	+ 60,900	+ 47,200
...	...	3,952,100	+ 92,100	4,200	3,947,300	...	...	3,951,500	+ 91,500	- 600
...	...	4,598,400	+ 307,900	4,599,300	49,400	...	...	4,648,700	+ 58,200	+ 249,700
...	...	1,930,100	+ 37,200	1,092,300	836,500	...	...	1,948,800	+ 55,900	+ 18,700
...	...	1,538,000	+ 102,400	919,200	871,500	...	...	1,790,700	+ 55,100	- 47,300
...	...	454,000	- 8,200	230,000	229,700	...	...	461,700	- 500	+ 7,700
...	...	939,700	+ 20,300	937,700	...	...	...	937,700	+ 18,300	- 2,000
...	...	66,989,200	+ 1,329,400	43,634,200	23,183,000	...	...	66,817,200	+ 1,157,400	- 172,000
28,000	14,000	970,100	+ 31,900	700,100	270,300	10,000	5,300	928,900	- 600	- 32,500
...	...	1,896,200	+ 3,000	1,892,600	10,700	...	...	1,903,300	+ 10,100	+ 7,100
7,400	3,700	1,081,700	- 151,600	1,095,000	...	4,800	2,200	1,101,400	- 130,400	+ 21,200
...	...	76,500	- 2,300	60,500	...	...	...	60,500	- 18,300	- 16,000
7,400	3,700	3,054,400	- 150,900	3,048,100	10,700	4,200	2,200	3,065,200	- 138,600	+ 12,300
...	...	370,800	+ 700	7,800	361,200	...	...	369,000	- 1,100	- 1,800
...	...	328,100	- 7,200	32,100	316,600	...	...	348,700	+ 13,400	+ 20,600
...	...	438,300	- 12,100	1,400	439,400	...	...	440,800	- 9,600	+ 2,500
...	...	189,400	+ 39,600	21,800	158,200	...	...	177,400	+ 27,600	- 12,000
...	...	231,300	- 4,600	2,500	234,400	...	...	236,900	+ 1,000	+ 5,600
1,500	700	88,200	- 1,300	200	87,000	1,500	800	89,500	- 100	+ 1,200
400	200	102,300	+ 400	10,800	102,000	300	100	71,300	+ 13,400	+ 11,000
1,900	900	1,748,100	+ 15,500	76,000	1,696,800	1,800	900	1,775,500	+ 42,600	+ 27,100
93,400	46,700	319,800	- 900	125,000	52,900	90,400	47,400	315,700	- 5,700	- 4,800
...	...	84,300	+ 2,400	30,400	52,300	...	...	82,700	+ 800	- 1,600
...	...	54,000	- 46,000	69,000	...	...	...	69,000	- 31,000	+ 13,000
11,500	5,700	326,600	+ 111,100	67,200	316,100	2,500	1,300	327,100	- 24,000	- 133,100
104,900	52,400	924,700	+ 66,600	291,600	421,300	92,900	48,700	854,500	- 59,900	- 186,500
200	100	19,696,100	+ 313,200	20,175,500	61,600	200	100	20,237,400	+ 854,500	+ 541,300
...	...	2,995,000	+ 571,000	3,192,500	...	...	...	3,192,500	+ 763,500	+ 197,500
300	200	45,300	+ 28,400	29,500	...	1,000	500	31,000	+ 13,800	- 14,600
500	300	22,736,400	+ 912,600	23,397,500	61,600	2,200	600	23,460,500	+ 1,630,800	+ 724,300
...	...	2,225,200	+ 193,200	1,504,100	667,700	...	...	2,171,800	+ 159,800	- 53,400
...	...	589,700	+ 17,700	1,043,100	...	...	...	1,043,100	+ 71,100	+ 53,400
...	...	246,800	+ 23,700	73,000	163,200	...	...	236,200	+ 12,100	- 10,600
...	...	3,461,700	+ 233,600	2,620,200	830,900	...	...	3,451,100	+ 243,000	- 10,800
...	...	54,200	+ 3,900	90,900	...	...	...	50,900	+ 600	- 1,300
30,100	15,000	642,200	+ 14,700	10,500	582,400	29,600	15,500	638,000	+ 10,000	- 4,700
30,100	15,000	696,400	+ 15,000	61,400	582,400	29,600	15,500	688,900	+ 10,000	- 8,000
44,700	22,400	766,700	- 10,100	733,400	...	51,000	27,100	812,500	+ 39,900	+ 41,000
15,000	7,500	113,200	+ 6,900	63,200	...	15,500	8,100	105,800	- 100	- 7,000
...	...	44,900	+ 15,800	...	...	...	...	...	- 29,100	- 44,900
59,700	29,900	924,800	+ 12,600	816,600	...	67,400	35,300	919,100	+ 1,700	- 10,500
232,500	116,200	101,506,100	+ 2,469,900	74,645,700	27,000,200	207,100	108,500	101,961,500	+ 2,873,000	+ 403,100
Add—Increase on account of Exchange, Rs.			+ 10,800	Add—Increase (+) or Decrease (—) on account of Exchange, Rs.			+ 3,100 - 7,700			
TOTAL INCLUDING EXCHANGE, Rs.			+ 2,480,700	TOTAL INCLUDING EXCHANGE, Rs.			+ 2,876,100 + 102,400			



## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVENUE	
	INDIA.		ENGLAND.	EXCHANGE,*	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.	£	Rs.	Rs.	Imperial.	Provincial and Local.
<b>Direct Demands on the Revenues—</b>	<i>Rs.</i>	<i>Rs.</i>	...	...	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
1.—Refunds and Drawbacks . . . . .	201,722	82,622	...	...	284,344	214,100	80,800
2.—Assignments and Compensations . . . . .	305,635	1,036,513	...	...	1,342,148	316,600	1,025,500
<b>Charges in respect of Collection, viz.,—</b>							
3.—Land Revenue . . . . .	107,853	4,078,940	901	507	4,186,801	110,800	3,972,100
4.—Opium (including cost of Production) . . . . .	2,385,221	...	1,853	1,043	2,386,264	2,342,800	...
5.—Salt (including cost of Production) . . . . .	433,578	39,437	468	264	473,747	426,000	39,500
6.—Stamps . . . . .	40,970	138,908	35,844	20,185	154,027	40,300	217,400
7.—Excise . . . . .	159,149	81,122	123	69	240,463	160,700	82,300
8.—Provincial Rates . . . . .	...	52,530	...	...	52,530	...	55,700
9.—Customs . . . . .	81,531	129,848	...	...	211,379	81,000	134,100
10.—Assessed Taxes . . . . .	16,191	16,087	...	...	32,278	16,700	16,400
11.—Forest . . . . .	325,361	469,807	4,172	2,349	1,001,689	501,700	474,400
12.—Registration . . . . .	124,252	123,628	...	...	247,880	124,000	123,500
<b>TOTAL</b> . . . . .	4,499,993	5,249,042	43,361	24,417	10,816,813	4,420,100	6,158,200
<b>Interest—</b>							
13.—Interest on Debt . . . . .	3,110,535	709,188	4,069,144	2,291,416	10,180,284	3,210,700	719,300
Deduct—Amounts chargeable to Railways† . . . . .	4,079,000	...	1,189,029	670,073	5,939,073	4,267,500	...
" Amounts chargeable to Irrigation . . . . .	720,480	554,760	...	...	1,275,240	754,500	550,100
Remainder chargeable on Ordinary Debt . . . . .	1,697,053	154,419	2,679,215	1,621,343	2,957,024	1,821,300	160,200
14.—Interest on other Obligations . . . . .	510,620	4,536	51	29	515,236	514,900	4,700
<b>TOTAL</b> . . . . .	1,187,333	159,955	2,879,866	1,621,372	3,472,360	1,295,400	164,200
<b>Post Office, Telegraph, and Mint—</b>							
15.—Post Office . . . . .	1,429,323	132,639	107,165	60,347	1,729,474	1,438,200	127,900
16.—Telegraph . . . . .	767,971	...	181,383	102,140	1,051,494	790,000	...
17.—Mint . . . . .	80,273	...	5,300	2,984	88,557	109,700	...
<b>TOTAL</b> . . . . .	2,277,567	132,639	293,848	165,471	2,865,525	2,337,900	127,900
<b>Salaries and Expenses of Civil Departments—</b>							
18.—General Administration . . . . .	652,089	935,927	257,745	145,141	1,990,902	632,100	918,500
19.—Law and Justice { Courts . . . . .	31,900	3,100,581	3,013	1,697	3,137,191	27,000	3,047,000
{ Jails . . . . .	144,143	974,560	...	...	1,118,703	143,000	885,500
20.—Police . . . . .	59,162	4,173,693	683	385	4,233,223	61,600	4,112,400
21.—Marine (including River Navigation) . . . . .	164,737	180,025	213,853	120,425	679,040	154,000	177,100
22.—Education . . . . .	17,319	1,561,344	1,541	868	1,581,072	17,700	1,572,000
23.—Ecclesiastical . . . . .	173,579	...	245	138	173,717	170,500	...
24.—Medical . . . . .	29,305	1,290,447	16,931	9,534	1,335,770	40,600	1,302,300
25.—Political . . . . .	833,030	62,730	24,349	13,711	933,830	825,600	70,400
26.—Scientific and other Minor Departments . . . . .	300,272	194,434	96,109	14,702	535,517	320,600	209,500
<b>TOTAL</b> . . . . .	2,405,736	12,482,721	544,569	306,601	15,739,547	2,392,700	12,526,600
<b>Miscellaneous Civil Charges—</b>							
27.—Territorial and Political Pensions . . . . .	427,871	...	5,332	5,455	442,458	419,400	...
28.—Civil Purlough and Absentee Allowances . . . . .	763	...	187,640	105,664	294,067	1,700	...
29.—Superannuation Allowances and Pensions . . . . .	83,166	965,429	1,901,744	1,070,910	4,021,249	81,200	987,000
30.—Stationery and Printing . . . . .	116,364	522,619	54,449	30,661	724,093	121,200	514,400
31.—Miscellaneous . . . . .	40,164	152,714	26,921	15,160	234,959	58,300	154,700
<b>TOTAL</b> . . . . .	668,328	1,640,762	2,180,086	1,227,650	5,716,826	681,800	1,656,100
<b>Famine Relief and Insurance—</b>							
32.—Famine Relief . . . . .	4,678,777	644,121	1,740	980	5,325,608	9,500	35,100
33.—Construction of Protective Railways . . . . .	...	...	...	...	...	695,400	...
34.—Construction of Protective Irrigation Works . . . . .	37,517	...	...	...	37,517	13,500	...
35.—Reduction of Debt . . . . .	...	...	...	...	...	422,600	...
<b>TOTAL††</b> . . . . .	4,716,294	644,121	1,740	980	5,363,125	1,141,000	35,100
<b>Carried over</b> . . . . .	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	27,668,100

\* See foot-note to Statement A.

† Included under the following heads—  
State Railway Interest on Debt  
Interest chargeable against Companies on Advances

TOTAL

ACCOUNTS, 1897-98.				REVENUE ESTIMATE, 1898-99.			
India.	England.	Exchange.	TOTAL.	India.	England.	Exchange.	TOTAL.
<i>Rs.</i>	<i>£</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>£</i>	<i>Rs.</i>	<i>Rs.</i>
3,091,378	671,045	546,895	5,569,318	4,131,100	622,220	472,500	5,225,820
8,731	218,324	123,236	492,871	132,400	218,000	102,500	452,900
<b>TOTAL</b>	<b>1,187,670</b>	<b>670,071</b>	<b>5,620,611</b>	<b>4,263,500</b>	<b>1,125,800</b>	<b>575,000</b>	<b>6,064,300</b>



## Revenues of India, in India and in England.

ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.						Increase + Decrease — of Budget, 1899-1900, as compared with Budget Estimate, 1898-99. (Including Exchange.)		Increase + Decrease — of Budget, 1899-1900, as compared with Revised Estimate, 1898-99. (Including Exchange.)	
England.	Exchange,* 1898.	Total.	Increase + Decrease — of Budget, 1899-1900, as compared with Budget Estimate, 1898-99. (Including Exchange.)	India.		England.	Exchange,* 1899.	Total.	Increase + Decrease — of Budget, 1899-1900, as compared with Budget Estimate, 1898-99. (Including Exchange.)	Increase + Decrease — of Budget, 1899-1900, as compared with Revised Estimate, 1898-99. (Including Exchange.)		Increase + Decrease — of Budget, 1899-1900, as compared with Revised Estimate, 1898-99. (Including Exchange.)	
	Rx.	Rx.		Imperial.	Provincial and Local.		Rx.	Rx.					
5	...	294,900	—15,800	218,100	79,300	...	...	297,400	—13,300	...	...	...	...
...	...	1,558,500	—10,900	527,600	1,053,600	...	...	1,581,200	+11,800	...	...	...	...
1,400	700	4,085,000	—59,100	106,100	4,102,000	900	400	4,209,400	+65,600	...	...	...	...
1,600	800	2,351,200	—305,000	2,653,900	...	2,200	1,100	2,657,200	+700	...	...	...	...
300	200	466,100	—53,500	491,200	45,200	600	300	537,300	+17,500	...	...	...	...
36,500	18,200	151,800	—1,900	41,700	143,100	39,300	20,600	160,300	+2,800	...	...	...	...
...	...	213,000	—7,100	173,100	88,500	100	100	261,800	+11,500	...	...	...	...
...	...	55,700	+3,300	...	60,600	...	...	60,600	+8,200	...	...	...	...
100	100	215,500	—100	81,900	150,800	100	100	232,300	+16,900	...	...	...	...
...	...	33,100	+400	16,800	16,700	...	...	33,500	+800	...	...	...	...
9,400	4,700	1,010,200	—41,600	552,800	503,900	7,200	3,800	1,067,700	+16,800	...	...	...	...
...	...	247,500	—3,800	127,600	127,300	...	...	254,900	+3,600	...	...	...	...
49,300	24,700	10,712,300	—497,100	4,907,400	6,269,400	50,400	26,400	11,353,600	+142,500	...	...	...	...
991,700	1,995,900	9,917,600	—140,500	3,226,000	723,500	4,022,600	2,107,000	10,079,100	—90,100	...	...	...	...
1,85,800	593,000	6,040,300	+54,100	4,454,500	...	1,178,500	617,200	6,250,900	—125,500	...	...	...	...
...	...	2,313,600	+900	782,800	563,700	...	...	1,345,000	—31,400	...	...	...	...
605,900	1,402,900	2,557,700	—85,500	2,011,300	160,400	2,844,100	1,489,700	2,482,900	—247,100	...	...	...	...
100	100	519,100	—1,200	526,900	4,200	100	100	531,300	+11,000	...	...	...	...
806,000	1,403,000	3,076,800	—86,700	1,481,400	161,000	2,844,200	1,489,800	3,014,200	—836,100	...	...	...	...
110,000	55,000	1,731,100	—37,400	1,515,300	131,700	94,700	49,600	1,791,200	+28,100	...	...	...	...
89,900	84,900	1,044,800	—26,900	850,300	...	181,900	95,300	1,127,500	+45,400	...	...	...	...
3,500	1,800	115,000	+49,000	63,700	...	1,300	700	65,700	+800	...	...	...	...
283,400	141,700	2,890,900	—15,300	2,429,300	131,700	277,900	145,600	2,984,400	+74,300	...	...	...	...
253,300	126,700	1,960,900	+11,200	637,100	942,100	253,300	132,700	1,965,200	+9,500	...	...	...	...
1,300	600	3,076,800	—47,400	27,400	3,127,600	400	200	3,155,600	+35,800	...	...	...	...
...	...	1,028,800	—46,200	148,100	935,800	...	...	1,083,900	+5,900	...	...	...	...
800	400	4,175,200	—26,400	64,900	4,238,100	600	300	4,303,900	+102,400	...	...	...	...
815,500	107,800	654,800	—4,000	156,200	193,000	226,500	116,700	695,400	+26,700	...	...	...	...
1,000	900	1,552,500	—59,900	18,900	1,654,300	1,500	800	1,675,500	+23,200	...	...	...	...
300	400	171,700	—16,700	185,200	...	400	200	185,800	—2,400	...	...	...	...
10,700	5,300	1,558,900	+331,800	248,000	1,430,100	10,300	5,400	1,693,800	+466,600	...	...	...	...
24,100	12,100	932,300	—81,600	908,900	72,100	23,700	12,400	1,016,400	+2,300	...	...	...	...
24,700	11,300	564,100	—10,600	332,700	232,900	26,900	14,100	606,600	+29,100	...	...	...	...
531,200	265,500	15,715,500	+54,200	2,728,700	12,826,000	543,600	284,800	16,383,100	+702,100	...	...	...	...
11,400	5,700	426,500	+7,200	410,300	...	11,400	6,000	427,700	—1,900	...	...	...	...
802,900	131,100	395,100	+37,300	700	...	226,000	118,400	345,100	...	...	...	...	...
44,000	978,000	3,984,200	+14,200	78,600	1,014,600	1,965,000	1,031,400	4,093,600	+64,200	...	...	...	...
18,500	24,200	708,300	+21,400	111,700	535,000	49,300	25,800	721,800	+32,300	...	...	...	...
24,100	12,400	250,100	+21,000	33,800	180,700	27,200	14,200	255,300	+24,400	...	...	...	...
24,900	1,145,400	3,774,200	+101,100	634,500	1,730,300	2,282,900	1,195,800	5,843,500	+120,000	...	...	...	...
...	...	44,600	—40,500	200	5,500	...	...	5,700	—79,400	...	...	...	...
...	...	695,400	+27,100	490,000	...	...	...	490,000	—178,300	...	...	...	...
...	...	13,500	—6,500	30,000	...	...	...	30,000	+19,000	...	...	...	...
...	...	492,600	+96,800	603,900	...	...	...	603,900	+278,100	...	...	...	...
...	...	1,176,100	+76,900	1,134,100	5,500	...	...	1,129,600	+30,400	...	...	...	...
2,080,200	2,080,200	39,346,200	—366,900	10,339,500	21,227,500	5,999,000	3,142,400	40,704,400	+833,200	...	...	...	...

Budget Estimate, 1899-1900.

England.	Exchange.	Total.
1,145,400	2,080,200	3,225,600
1,145,400	2,080,200	3,225,600

†† The following further sums, which are included under XXVI on 4.30. — State Railways, are comparable to the grant for Public Works and Insurance as representing the net charge on the Revenue on account of State Railways constructed through the Agency of Companies:—

	Accounts, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.
Indian Midland Railway	134,081	130,200	130,200
Bengal Nagpur Railway	209,007	195,700	195,700
<b>Total, Rs.</b>	<b>343,088</b>	<b>325,900</b>	<b>325,900</b>



## B.—STATEMENT of the EXPENDITURE chargeable on

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVENUE	
	INDIA.		ENGLAND.	Exchange.* 15/116d.	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.
Brought forward . . . . .	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	20,568,100
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance) . . . . .	...	3,792	...	...	3,792	...	4,300
Railway Revenue Account—							
38.—State Railways: Working Expenses . . . . .	9,156,546	44,656	...	...	9,201,202	9,805,200	50,400
Interest on Debt . . . . .	3,591,278	...	971,045	546,815	5,509,138	4,135,400	...
Annuities in purchase of Railways . . . . .	...	...	1,712,419	964,296	2,676,715	...	...
Interest chargeable against Companies on Advances . . . . .	87,731	...	218,684	123,258	429,873	132,400	...
Interest on Capital deposited by Companies . . . . .	16,564	...	784,779	441,925	1,243,268	16,100	...
39.—Guaranteed Companies: Surplus Pro- fits, Land and Su- pervision . . . . .	126,213	...	...	...	126,213	418,900	...
Interest . . . . .	8,899	...	2,154,784	1,213,401	3,377,084	10,900	...
40.—Subsidised Companies: Land, etc. . . . .	103,577	10,183	...	...	113,760	138,900	10,200
41.—Miscellaneous Railway Expenditure . . . . .	15,475	754	...	...	16,229	64,600	—500
TOTAL . . . . .	13,506,303	55,593	5,841,911	3,289,695	22,693,502	14,743,100	60,100
Irrigation—							
42.—Major Works: Working Expenses . . . . .	506,267	385,852	...	...	892,119	537,400	302,600
Interest on Debt . . . . .	799,480	554,769	...	...	1,254,249	754,500	554,100
43.—Minor Works and Navigation . . . . .	294,522	671,449	1,117	629	967,717	286,500	687,100
TOTAL . . . . .	1,530,269	1,612,070	1,117	629	3,144,085	1,578,400	1,643,800
Buildings and Roads—							
44.—Military Works . . . . .	1,059,540	...	69,533	39,212	1,168,385	1,113,600	...
45.—Civil Works . . . . .	302,120	3,822,028	80,866	45,537	4,250,551	405,400	4,088,200
TOTAL . . . . .	1,361,660	3,822,028	150,499	84,749	5,418,936	1,519,000	4,088,200
Army Services—							
46.—Army: Effective . . . . .	15,592,168	...	1,804,263	1,016,016	18,412,447	15,595,000	...
Non-Effective . . . . .	922,385	...	2,414,845	1,259,247	4,597,077	845,600	...
Warlike operations . . . . .	3,847,992	...	25,119	14,145	3,887,256	2,023,700	...
TOTAL . . . . .	20,362,545	...	4,244,227	2,290,008	26,996,774	17,565,300	...
Special Defence Works—							
47.—Special Defence Works . . . . .	—4,020	...	17,739	9,989	23,708	100	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL . . . . .	50,137,336	26,801,733	16,198,263	9,121,561	102,258,293	45,142,900	26,160,400
Add—Special Grants to Provincial Govern- ments . . . . .	...	...	...	...	...	...	700,000
Do.—Portion of Allotments to Provincial Governments not spent by them in the year . . . . .	...	203,233	...	...	...	...	719,000
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances . . . . .	...	660,910	...	...	457,678	...	1,000
Total Expenditure charged against Revenue . . . . .	50,137,336	26,344,055	16,198,263	9,121,561	101,801,215	45,142,900	27,879,400

## Expenditure not charged to Revenue—

## Capital Outlay, Railways and Irrigation Works—

48.—State Railways . . . . .	2,367,123	809,010	455,570	3,631,703
49.—Irrigation Works . . . . .	582,157	6,573	3,701	592,431
50.—Miscellaneous Public Improvements . . . . .	4,405	...	...	4,405

TOTAL

ACCOUNTS, 1897-98.			
India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.
2,367,123	809,010	455,570	3,631,703
582,157	6,573	3,701	592,431
4,405	...	...	4,405
3,053,685	815,583	459,271	4,328,539



## Revenues of India, in India and in England—continued.

BUDGET ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.					Increase + Decrease of Budget, 1899-1900, as compared with Budget Estimate, 1898-99. (Excluding Exchange.)		Increase + Decrease of Budget, 1899-1900, as compared with Revised Estimate, 1898-99. (Excluding Exchange.)		
England.	Exchange <sup>a</sup> Rs.	Total.	Increase + Decrease of Revised, as compared with Budget Estimate, 1898-99. (Excluding Exchange.)	India.		England.	Exchange <sup>a</sup> Rs.	Total.					
				Imperial.	Provincial and Local.								
Rs.	Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.					
2,560,700	2,980,300	39,345,200	-366,900	10,339,500	21,227,500	5,599,000	3,142,400	40,708,400	+ 833,200		+ 1,400,100		
...	...	4,200	-1,600	...	3,600	...	...	3,600	-3,200		-500		
...	...	9,875,600	+ 106,100	10,005,000	42,000	...	...	10,047,000	+ 276,500		+ 170,400		
966,900	483,500	5,585,500	-52,000	4,284,400	...	959,600	500,500	5,745,600	+ 89,400		+ 142,000		
1,714,000	857,200	2,571,000	-1,800	...	...	1,719,200	900,500	2,619,700	+ 3,400		+ 5,200		
218,900	109,500	460,800	-1,500	170,100	...	218,900	114,700	503,700	+ 36,200		+ 37,700		
111,900	405,900	1,213,900	...	17,300	...	853,500	447,100	1,317,900	+ 42,800		+ 42,800		
...	...	418,900	+ 106,100	563,500	...	...	...	563,500	+ 250,700		+ 144,600		
1,628,500	1,081,200	3,254,600	-6,900	8,200	...	2,185,300	1,144,700	3,330,200	+ 13,200		+ 20,100		
...	...	149,100	-81,200	114,700	10,200	...	...	124,900	-105,400		-24,200		
...	...	64,100	-15,900	80,000	...	...	...	80,000	...		+ 15,900		
1,874,200	2,937,100	23,614,500	+ 52,300	15,243,200	52,200	5,536,500	2,109,600	24,341,500	+ 606,800		+ 554,500		
...	...	931,000	+ 12,400	560,000	396,100	...	...	958,100	+ 39,500		+ 27,100		
...	...	1,313,600	-900	782,800	563,100	...	...	1,345,900	+ 31,400		+ 12,300		
2,600	1,300	977,500	-3,200	314,400	715,500	600	300	1,030,800	+ 51,100		+ 54,300		
2,600	1,300	3,222,100	+ 8,300	1,657,200	1,676,700	600	300	3,334,800	+ 102,000		+ 113,700		
56,000	28,000	1,197,600	+ 2,200	1,299,600	...	14,900	7,800	1,322,300	+ 147,100		+ 144,900		
100,500	50,300	4,644,500	-194,000	385,900	4,964,900	87,500	45,800	5,484,100	+ 650,100		+ 844,100		
150,600	78,300	5,442,100	-191,800	1,685,500	4,964,900	108,400	53,600	6,806,400	+ 797,200		+ 980,000		
879,900	940,000	18,415,800	-147,800	15,960,800	...	1,992,000	1,042,900	18,994,700	+ 328,200		+ 476,000		
426,700	1,213,300	4,585,600	-61,000	912,600	...	2,496,800	1,307,800	4,717,200	-23,900		+ 37,100		
17,500	8,700	1,049,900	-455,000	38,900	...	5,300	2,800	47,000	-1,430,000		-997,000		
324,100	2,162,000	24,051,300	-663,800	16,912,300	...	4,493,100	2,353,500	23,738,900	-1,147,700		-483,900		
5,500	2,800	8,400	+ 5,600	...	...	...	...	...	...		-5,600		
323,700	8,161,800	96,088,800	-1,157,900	45,837,700	27,924,900	16,531,600	8,659,400	98,953,600	+ 1,209,300		+ 2,357,200		
...	...	700,000	+ 700,000	...	...	...	...	...	...		-700,000		
...	...	717,900	+ 834,700	...	...	...	...	824,700	-807,900		-1,642,600		
...	...			...	924,700	...	...						
423,700	8,161,800	97,506,700	+ 376,800	45,837,700	27,000,200	16,531,600	8,659,400	98,028,900	+ 401,400		+ 24,600		
Deduct—Decrease on account of Exchange . Rs.								Add—Increase (+) or Deduct—Decrease (-) on account of Exchange . Rs.					



## C.—Statement of Receipts and Disbursement

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rs.	£		Rs.	£		Rs.	£	
Revenue (from Statement A)	96,139,287	193,662	96,332,949	101,217,400	232,500	101,449,900	101,645,900	207,100	101,853,000
Exchange added to Revenue	109,055	...	109,055	116,200	...	116,200	108,500	...	108,500
Total	96,248,342	193,662	96,442,004	101,333,600	232,500	101,566,100	101,754,400	207,100	101,961,500
Permanent Debt incurred—									
Sterling Debt—									
India 2½ p. c. Stock	...	3,500,000		...	5,297,700		...	...	
Rupee Debt—									
2½ p. c. Rupee Loan	3,000,120	...		1,200,000	...		...	...	
Total	3,000,120	3,500,000	6,500,120	1,200,000	5,297,700	6,497,700	...	...	...
Net			6,077,779			2,867,600			0
Temporary Debt incurred—									
Temporary Loans	...	6,000,000	6,000,000	...	4,500,000	4,500,000	...	4,500,000	4,500,000
Net			5,000,000			0			0
Ununded Debt—									
Treasury Notes	800	...		...	...		...	...	
Deposits of Service Funds	142,309	...		143,200	...		144,800	...	
Savings Bank Deposits	3,867,850	...		3,956,200	...		4,065,500	...	
Total	4,010,359	...	4,010,359	4,099,400	...	4,099,400	4,210,300	...	4,210,300
Net			0			291,600			521,700
Deposits and Advances—									
Balances of Provincial Allotments	202,232	...		1,419,900	...		...	...	
Appropriation for reduction of Debt	...	...		422,500	...		603,900	...	
Excluded Local Funds	851,848	...		804,700	...		803,400	...	
Railway Funds	46,179	...		71,000	...		52,100	...	
Deposits of Sinking Funds	12,500	...		13,100	...		13,700	...	
Departmental and Judicial Deposits	22,472,638	...		19,977,200	...		20,198,100	...	
Advances	8,057,183	2,097		10,033,800	200		3,517,100	...	
Suspense Accounts	212,810	...		75,700	...		22,200	...	
Exchange on Remittance Accounts, net	4,665,176	...		...	...		418,400	...	
Miscellaneous	133,308	150		...	...		...	...	
Total	37,254,874	2,247	37,257,121	32,815,600	200	32,815,800	25,628,900	...	25,628,900
Net			2,944,660			869,900			0
Carried over	140,523,695	9,605,919		139,448,600	10,030,400		131,593,600	4,707,100	



## of the Government of India, in India and in England.

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rs.	£		Rs.	£		Rs.	£	
Expenditure, Imperial and Provincial (from Statement B)	76,939,069	16,198,263	93,137,332	71,603,300	16,323,700	87,927,000	73,762,600	16,531,600	90,294,200
Exchange, charged as expenditure	9,121,561	...	9,121,561	8,161,800	...	8,161,800	8,659,400	...	8,659,400
Add—Provincial Surpluses, transferred to "Deposits"	203,232	...	203,232	1,419,900	...	1,419,900	...	...	...
Deduct—Provincial Deficits, charged against "Deposits"	660,910	...	660,910	2,000	...	2,000	924,700	...	924,700
<b>Total</b>	<b>85,602,952</b>	<b>16,198,263</b>	<b>101,801,215</b>	<b>81,183,000</b>	<b>16,323,700</b>	<b>97,506,700</b>	<b>81,497,300</b>	<b>16,531,600</b>	<b>98,028,900</b>
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works	3,053,682	815,583		2,383,700	791,100		3,275,600	682,100	
Exchange on Expenditure not charged to Revenue	459,271	...		395,500	...		357,300	...	
<b>Total</b>	<b>3,512,953</b>	<b>815,583</b>	<b>4,328,541</b>	<b>2,779,200</b>	<b>791,100</b>	<b>3,570,300</b>	<b>3,632,900</b>	<b>682,100</b>	<b>4,315,000</b>
Permanent Debt discharged—									
Sterling Debt—									
India 4 p. c. Stock	...	2,802		...	900		...	...	
India 3½ p. c. Debentures	...	...		...	3,000,000		...	...	
Oude and Rohilkund Railway Debenture Stock	...	...		...	384,700		...	...	
Rupree Debt—									
5½ p. c. Loans	...	...		100	...		...	...	
5 p. c. Loans	...	...		17,000	...		...	...	
4½ p. c. Loans	7,950	...		4,000	...		4,000	...	
4 p. c. Loans	219,203	...		167,500	...		160,000	...	
3½ p. c. Loans	192,210	...		56,000	...		26,000	...	
Treasury Bills	...	...		600	...		...	...	
Stock Notes	170	...		...	...		...	...	
<b>Total</b>	<b>419,339</b>	<b>2,802</b>	<b>422,141</b>	<b>245,200</b>	<b>3,384,900</b>	<b>3,630,100</b>	<b>190,000</b>	...	<b>190,000</b>
<b>Net</b>			<b>0</b>			<b>0</b>			<b>290,000</b>
Temporary Debt discharged—									
Temporary Loans	...	1,000,000	1,000,000	...	6,000,000	6,000,000	...	4,500,000	4,500,000
<b>Net</b>			<b>0</b>			<b>1,500,000</b>			<b>0</b>
Unfunded Debt—									
Special Loans	12,139	...		...	...		...	...	
Deposits of Service Funds	113,508	...		313,700	...		113,300	...	
Savings Bank Deposits	4,192,798	...		3,694,100	...		3,575,100	...	
<b>Total</b>	<b>4,318,545</b>	...	<b>4,318,545</b>	<b>3,807,800</b>	...	<b>3,807,800</b>	<b>3,688,400</b>	...	<b>3,688,400</b>
<b>Net</b>			<b>308,186</b>			<b>0</b>			<b>0</b>
Deposits and Advances—									
Balances of Provincial Allowments	660,910	...		2,000	...		924,700	...	
Included Local Funds	857,089	...		787,400	...		773,300	...	
Railway Funds	61,162	...		74,200	...		51,500	...	
Departmental and Judicial Deposits	22,331,279	...		19,846,600	...		20,339,500	...	
Advances	9,506,048	938		9,904,900	...		9,410,800	...	
Expense Accounts	200,408	...		39,100	...		17,000	...	
Exchange on Remittance Accounts, net	...	...		95,500	...		...	...	
Miscellaneous	698,618	979		335,200	...		336,800	...	
<b>Total</b>	<b>34,310,544</b>	<b>1,917</b>	<b>34,312,461</b>	<b>31,945,900</b>	...	<b>31,945,900</b>	<b>25,753,500</b>	...	<b>25,753,500</b>
<b>Net</b>			<b>0</b>			<b>0</b>			<b>124,600</b>
Carried over	128,164,538	18,018,565		119,061,100	26,499,700		114,762,100	21,712,700	



## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
Brought forward	Rx. 140,513,695	6 9,695,909		Rx. 139,448,600	6 10,130,400		Rx. 131,593,600	6 4,707,100	
Loans and Advances by Imperial Government	100,109	...	100,109	140,800	...	140,800	116,100	...	116,100
NET			44,963			40,000			0
Loans and Advances by Provincial Governments	858,044	...	858,044	892,100	...	893,400	624,700	...	624,700
NET			0			222,500			0
Capital Receipts from Railway Companies— On account of Subscribed Capital Repayments	660,654 1,423,847	1,190,500 4,061		1,077,800 1,577,700	1,988,600 43,200		528,600 1,356,700	2,718,600 3,000	
TOTAL	2,084,501	1,194,561	3,279,062	2,655,500	2,031,800	4,687,300	1,881,300	2,721,600	4,602,900
NET			0			0			0
Remittances— Inland Money Orders	23,714,421	...		26,850,000	...		28,000,000	...	
Other Local Remittances	...	...		739,100	...		751,900	...	
Other Departmental Accounts	423,844	...		780,200	...		488,000	...	
Net Receipts by Civil Treasuries from— Post Office	...	...		216,500	...		373,400	...	
Telegraph	140,445	...		37,000	...		11,300	...	
Guaranteed Railways	2,559,191	...		3,583,000	...		3,115,200	...	
Public Works	...	...		1,904,900	...		937,000	...	
Net Receipts from Civil Treasuries by— Post Office	357,579	...		...	...		...	...	
Marine	221,307	...		205,300	...		239,300	...	
Military	18,562,120	...		16,114,900	...		15,421,400	...	
Public Works	794,622	...		...	...		...	...	
Remittance Account between England and India— Railway transactions	891,936	595,731		939,300	1,002,000		1,238,000	502,000	
Other	1,053,186	213,195		468,500	230,900		421,100	166,800	
TOTAL	50,718,651	808,929	51,527,580	51,858,700	1,232,900	53,091,600	50,997,700	668,800	51,666,500
NET			0			745,200			0
Secretary of State's Bills drawn	...	9,506,077	9,506,077	...	19,000,000	19,000,000	...	17,000,000	17,000,000
TOTAL RECEIPTS	194,275,000	21,265,476		194,997,000	32,295,100		185,214,400	25,097,500	
Opening Balance	13,873,752	2,832,354		15,982,443	2,534,244		17,072,043	4,304,444	
GRAND TOTAL	208,148,752	24,097,830		210,979,443	34,829,344		202,286,443	29,401,944	

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General



## The Government of India, in India and in England—continued.

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rs.	£		Rs.	£		Rs.	£	
Brought forward	128,164,538	18,018,505		119,961,100	26,199,700		114,762,100	21,713,700	
Payments and Advances by Imperial Government	55,146	...	55,146	100,800	...	100,800	127,900	...	127,900
Net			0			0			11,800
Payments and Advances by Provincial Governments	1,411,593	...	1,411,593	670,900	...	670,900	861,700	...	861,700
Net			553,549			0			237,000
Payments to Railway Companies on Capital Account—									
For discharge of De- bentures	...	24,123		...	805,500		...	1,248,600	
For Expenditure	3,146,849	1,514,927		3,528,800	1,823,900		2,663,600	1,948,700	
TOTAL	3,146,849	1,539,050	4,685,899	3,528,800	2,629,400	6,158,200	2,663,600	3,197,300	5,860,900
Net			1,406,837			1,470,900			1,237,000
Remittances—									
Land Money Orders	25,714,510	...		26,850,000	...		28,000,000	...	
Other Local Remittances	244,503	...		739,100	...		751,900	...	
Other Departmental Accounts	439,615	...		780,200	...		488,000	...	
Payments into Civil Treasuries by—									
Post Office	...	...		216,500	...		373,400	...	
Telegraph	140,485	...		37,000	...		11,300	...	
Guaranteed Railways	2,559,191	...		3,523,000	...		3,115,300	...	
Public Works	...	...		1,224,900	...		937,000	...	
Issues from Civil Treasuries to—									
Post Office	357,579	...		...	...		...	...	
Marine	224,333	...		205,300	...		239,300	...	
Military	18,562,120	...		16,114,500	...		15,422,400	...	
Public Works	864,260	...		...	...		...	...	
Remittance Account between England and India—									
Railway transactions	592,497	895,170		1,002,000	939,300		502,000	1,238,000	
Other	226,345	1,050,801		257,700	456,500		199,000	435,000	
TOTAL	49,915,432	1,945,971	51,861,409	50,950,000	1,395,800	52,346,400	50,039,600	1,673,600	51,713,200
Net	...	...	233,829			0			46,700
Secretary of State's Bills Paid	9,472,745	...	9,472,745	18,695,200	...	18,695,200	17,152,100	...	17,152,100
TOTAL DISBURSEMENTS	192,166,309	21,503,586		193,907,400	30,524,900		185,607,000	26,584,600	
Closing Balance	15,982,443	2,534,244		17,072,043	4,304,444		16,679,443	2,312,314	
GRAND TOTAL	208,148,752	24,037,830		210,979,443	34,829,344		202,286,443	29,401,044	

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.



*D.—Account of Provincial and Local Savings charged to Revenue, held at the disposal of Provincial Governments under their Provincial Settlements.*

**Provincial and Local Balances.**

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97	12,735	46,726	413,744	128,319	569,652	60,638	200,886	616,069	523,347	2,337,286
Added in 1897-98	...	...	177,510	...	...	25,722	...	...	...	203,242
Spent in 1897-98	1,407	10,885	...	39,637	279,146	...	2,111	170,433	157,291	660,002
Balance at end of 1897-98	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,068
<b>Revised Estimate, 1898-99.</b>										
Balance at end of 1897-98 (by Accounts).	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,068
Added in 1898-99	...	44,800	279,600	63,100	284,400	378,500	126,700	146,100	96,700	1,410,000
Spent in 1898-99	2,000	...	...	...	...	...	...	...	...	2,000
Balance at end of 1898-99	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,534,008
<b>Budget Estimate, 1899-1900.</b>										
Balance at end of 1898-99 (by Revised Estimate).	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,534,008
Spent in 1899-1900	900	23,900	126,800	112,200	145,700	80,000	66,100	196,300	167,800	929,000
Balance at end of 1899-1900	8,428	56,741	744,054	39,582	429,206	384,860	259,375	395,436	294,956	2,605,008

W. H. DOBBIE,  
Deputy Comptroller General.

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.



*Statement of Net Revenue and Expenditure—India and England.*  
Part I.—Income.

REVENUE.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Land Revenue, etc.:						
1. Land Revenue . . . . .	25,621,285		27,627,600		27,590,300	
2. Forest . . . . .	1,735,027		1,834,600		1,747,500	
3. Tributes from Native States . . . . .	883,629		939,700		937,500	
Deduct,—	28,241,941		30,401,900		30,375,300	
Assignments . . . . .	1,117,466		1,125,600		1,148,300	
Net . . . . .	—	27,277,475	—	29,276,300	—	29,167,000
Opium, Net Receipts . . . . .	2,788,744		3,326,500		3,344,500	
Deduct,—						
Assignments . . . . .	5,009		5,100		5,100	
Net . . . . .	—	2,783,745	—	3,321,400	—	3,339,400
Taxation:						
1. Salt . . . . .	8,565,524		9,008,900		8,793,600	
2. Stamps . . . . .	4,783,877		4,784,500		4,841,800	
3. Excise . . . . .	5,456,441		5,701,600		5,752,500	
4. Provincial Rates . . . . .	3,717,500		3,946,000		3,946,400	
5. Customs . . . . .	4,555,073		4,503,200		4,541,500	
6. Assessed Taxes . . . . .	1,881,233		1,917,900		1,937,500	
7. Registration . . . . .	482,419		432,000		400,500	
Deduct,—	29,417,127		30,614,700		30,207,800	
Assignments . . . . .	419,183		427,800		427,800	
Net . . . . .	—	29,027,944	—	30,186,900	—	29,775,000
Miscellaneous Receipts (i.e., Mint, Gain by Exchange and Miscellaneous) . . . . .	—	376,745	—	292,000	—	195,600
Excess of Income over Expenditure . . . . .	—	59,315,309	—	63,076,600	—	62,477,000
	—	5,359,212	—	—	—	—
	—	64,674,520	—	63,076,600	—	62,477,000

## Part II.—Expenditure.

CHARGES.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Debt Services . . . . .	—	2,600,019	—	2,106,700	—	2,085,300
Military Services:						
1. Army . . . . .	26,114,910		23,125,500		22,839,600	
2. Military Works . . . . .	1,115,824		1,143,400		1,271,400	
3. Special Defence Works . . . . .	23,708		8,400		—	
TOTAL . . . . .	—	27,254,442	—	24,278,300	—	24,157,000
Collection of Revenue:						
1. Land Revenue, including District Administration . . . . .	4,187,601		4,085,000		4,209,400	
2. Forest . . . . .	1,001,689		1,010,200		1,007,700	
3. Other Heads . . . . .	1,412,314		1,412,500		1,540,700	
TOTAL . . . . .	—	6,601,604	—	6,507,700	—	6,817,800
Commercial Services:						
Net Expenditure—						
Railway . . . . .	1,432,616		878,100		880,600	
Telegraph . . . . .	—		—		26,100	
	1,432,616		878,100		906,700	
Deduct—Net Receipts—						
Irrigation . . . . .	425,779		239,600		116,300	
Post Office . . . . .	149,689		165,100		112,100	
Telegraph . . . . .	257,830		36,900		—	
	833,304		441,600		238,400	
Net . . . . .	—	599,312	—	436,500	—	678,300
Civil Services:						
1. Civil Departments . . . . .	14,016,036		13,967,500		14,607,600	
2. Miscellaneous Civil Charges . . . . .	5,058,579		5,120,000		5,189,800	
3. Famine Relief and Insurance . . . . .	5,303,125		1,176,100		1,129,600	
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	3,792		4,200		7,600	
5. Civil Works . . . . .	3,635,289		4,002,300		4,846,100	
Add or Deduct,—						
Provincial Surplus or Deficit . . . . .	28,076,821		24,270,100		25,776,700	
	457,678		2,417,900		924,700	
TOTAL . . . . .	—	27,619,743	—	25,688,000	—	24,857,800
Excess of Income over Expenditure . . . . .	—	64,674,520	—	59,017,200	—	59,544,400
	—	—	—	4,059,400	—	3,931,600
	—	64,674,520	—	63,076,600	—	62,477,000

W. H. DOBBIE,  
Deputy Comptroller General.  
FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.



## Memorandum by the Honourable Major-General Sir Edwin Collen, K.C.I.E., on Military Expenditure.

The estimates with which the Military and Marine Department of the Government of India is concerned, are—

- I.—Indian Military Estimates.
  - II.—Home (India) Military Estimates.
  - III.—Military Works Estimates.
  - IV.—Marine Estimates.
2. They will be dealt with in this memorandum in the order given above.

### I.—Indian Military Estimates.

#### *Revised Estimates, 1898-99.*

3. The revised Indian Military Estimates for 1898-99, compared with the budget for the year, show a net saving of Rx. 520,800 caused by an increase in receipts of Rx. 2,200 and a decrease in expenditure of Rx. 518,600.

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

4. The more important causes which have led to the decrease in expenditure are as under :—

- (a) There is a decrease of Rx. 344,300 on account of military operations and an increase of Rx. 53,200 on account of special services, thus giving a net decrease of Rx. 291,100 on account of military operations and special services. The decrease on account of military operations is mainly due to the large expenditure on account of field operations on the North-West Frontier, which was anticipated when the budget was framed, not having been incurred, owing to the cessation of those operations earlier than was expected, and also to various changes in the strength and organisation of the forces which were mobilised. On the other hand, the increase on account of special services is chiefly caused by the augmented garrisons in the Malakand and Tochi Valley not having been reduced on as early a date as was anticipated.
- (b) Another cause of decrease, amounting to Rx. 65,000, was the fall in the prices of food supplies for men and animals.
- (c) There was also a decrease of Rx. 41,200 on account of exchange compensation allowance, owing to exchange having been favourable during the year.
- (d) Again, savings accrued owing to the authorised strength of British infantry being short by one battalion for a part of the year (Rx. 36,700); to the employment of the 1st Bengal Infantry at Mauritius, and to the retention for service in East Africa of the 27th Bombay Infantry and the head-quarters wing of the 4th



Bombay Rifles for longer periods than were anticipated. The Military Estimates were relieved of expenditure on account of the two latter items to the extent of Rx. 18,000 and Rx. 15,400, respectively, the charges having been borne by Her Majesty's Imperial Government. The Military Estimates were further relieved of expenditure to the extent of Rx. 24,100 on account of the pay and allowances of officers whose services were placed at the disposal of the Civil Department for plague duty.

- (e) A lapse of Rx. 20,000 has also occurred in the budget for 1898-99, as the orders of the Secretary of State on the question of increasing the establishment of Commissariat-Transport officers could not be given effect to in that year.
- (f) In addition to the foregoing, the following are the chief causes which contributed towards reducing expenditure :—
  - (i) Under Grant 1 (*Army and Garrison Staff*) there are savings amounting to Rx. 14,500 owing chiefly to absence of officers on furlough.
  - (ii) Under Grant 3 (*Regimental Pay, Allowances and Charges*) there are savings to the extent of Rx. 29,000, owing to fluctuations in the strength of the troops.
  - (iii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) the savings aggregate Rx. 28,500, and are due to smaller purchases of malt-liquor owing to decreased consumption (Rx. 14,000); and to less expenditure on other accounts.
  - (iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) the savings aggregate Rx. 20,000 owing chiefly to fluctuations in establishments and smaller purchases of camp equipage and other stores.

5. The total decrease in expenditure was, however, to some extent counterbalanced by certain increases, the more important of which are the following :—

- (a) Special bounties and advances of deferred pay were paid to a limited number of men of certain British regiments serving in India, to induce them to extend their service with the colours. This causes an increase to the extent of Rx. 31,900.
- (b) Judging from the experience of the first nine months there will be larger expenditure to the extent of Rx. 15,000 on account of the ordinary conveyance of troops and stores.
- (c) Owing to the existence of plague in India, it has been found necessary to give additional grants-in-aid, to certain cantonments in the Bombay Command, to meet expenditure on plague operations.
- (d) Under Grant 9 (*Medical Establishments, Supplies and Services*) there is larger expenditure to the extent of Rx. 10,000 chiefly in the purchase of medical supplies.



*Estimates, 1899-1900.*

6. The estimates for 1899-1900, in the net, amount to Rx. 16,095,700, or Rx. 1,153,100 less than the budget for 1898-99. This is due to a decrease in receipts of Rx. 16,400 and in expenditure of Rx. 1,171,500.

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

7. In comparing the estimates of next year with the budget for the current year, it will be found that the decrease in *receipts* is mainly due to less issues on payment of commissariat supplies being anticipated than in the current year owing to the cessation of field operations.

8. The decrease in *expenditure* is accounted for as follows:—

- (a) A saving of Rx. 1,176,500 occurs in the provision for military operations and special services.
- (b) In consequence of the higher rates of exchange adopted for the estimates of 1899-1900, a saving of Rx. 120,000 is anticipated in the pay of British troops and of Rx. 20,800 in exchange compensation allowance.
- (c) A saving, amounting to Rx. 60,000, is due to an anticipated fall in the prices of food supplies for men and animals as compared with the prices adopted for the current year's budget.
- (d) Again, savings to the extent of Rx. 21,200 will accrue owing to the cost of the 1st Bengal Infantry while stationed at Mauritius being borne by Her Majesty's Government.
- (e) Another cause of saving, resulting directly from the cessation of field operations, is that the provision for expenditure on account of non-effective services is reduced by Rx. 22,500 as regards extra pensionary allowances, and by Rx. 14,500 for war medals.
- (f) In addition to the foregoing, the following reductions in expenditure are anticipated:—
  - (i) Under Grant 3 (*Regimental Pay, Allowances and Charges*) savings to the extent of Rx. 45,000 are anticipated owing to probable fluctuations in strength and other causes.
  - (ii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) savings, amounting to Rx. 32,800, are expected, owing to (1) smaller purchases of malt-liquor (Rx. 12,800); (2) to the special grant (Rx. 10,000) made in the preceding year for purchase of transport animals to complete the authorised complement of mobilisation animals not having been repeated; and (3) to smaller provision (Rx. 10,000) as against Rx. 20,000 in 1898-99 having been made for additional officers for the Commissariat-Transport Department.
  - (iii) Under Grant 6 (*Clothing Establishments, Supplies and Services*) reduced expenditure of about Rx. 17,400 is anticipated, owing to smaller purchases of certain articles being necessary.
  - (iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) there will be savings, aggregating Rx. 10,300, due chiefly to anticipated variations in establishments, and also to a smaller provision having to be made for the conversion of the equipment of the batteries of the field army to that suitable for the 15-pounder projectiles.



9. The foregoing decreases in expenditure will, however, be partly counter-balanced by certain increases, of which the following are the more important :—

- (i) Increased provision to the extent of Rx. 114,600 has been made for messing allowance to the British Army. In this connection it may be mentioned that, as explained in my memorandum of last year, the details connected with the measures to be adopted in India, in furtherance of the improvements made in the position of the non-commissioned officers and men of the British Army in all parts of Her Majesty's dominions, were not settled when the budget for 1898-99 was closed; provision, therefore, was made therein for only Rx. 200,000. During the currency of that year the matter was, however, finally settled, and with the sanction of the Secretary of State certain measures were adopted in India with effect from the 1st June 1898. These measures involve the abolition of deferred pay, and the grant of a gratuity on discharge or transfer to the Army Reserve; also the grant of messing allowance of 2½ annas per diem in addition to usual pay and extra-duty pay, and the free issue of groceries, for which the soldier had up to that time been required to pay 9 pies per diem. I may mention that the soldiers who were in the service at the time these changes were introduced had the option of accepting them, or continuing under the arrangements they were intended to supersede. These considerations and the fact that expenditure for the whole, instead of a part, of a year has to be provided for, account for the increase in the provision for this allowance in the estimate of next year.
- (ii) Provision to the extent of Rx. 39,500 has been made for providing the mobilisation equipment of the additional corps (line of communications) included among the extra units of the field army; and of Rx. 37,000 for maintaining a reserve of compressed fodder to facilitate mobilisation requirements. A sum of Rx. 18,400 has also been provided for the supply of camel saddles for the 3rd and 4th Divisions and extra units of the field army.
- (iii) A sum of Rx. 20,700 has been provided for the re-establishment of Cantonment Hospitals.
- (iv) There will also be increased expenditure to the extent of Rx. 17,200 due to the raising of an additional Native mountain battery.
- (v) Increased provision, amounting to Rx. 16,800, has also been made on account of the ordinary movements of troops and stores, as it is anticipated that the reliefs next year will be heavier than they were this year.
- (vi) Larger provision to the extent of Rx. 14,000 has been made for camps of exercise.
- (vii) Another cause of increased expenditure, amounting to Rx. 13,800, is the return of the head-quarters wing of the 4th Bombay Rifles and the anticipated return from Mombassa early next year of the 27th Bombay Infantry, the cost of which during its absence from India has been borne by Her Majesty's Imperial Government.
- (viii) There will also be larger expenditure to the extent of Rx. 10,000 on account of medical supplies and services.



(ix) The expenditure side of the budget estimate for next year is also increased by reason of a smaller deduction in India to adjust excess provision in the Home Estimate—Rs. 48,300.

10. A statement is appended showing the net amounts under each of the 20 Grants for effective and non-effective services, and for military operations:—

				STRENGTH.			
				1899-1900.	1898-99.		
British Army				...	...	72,495	72,516
Native Army				...	...	143,021	143,533
Total				...	...	215,516	216,049

Grants.		NET ESTIMATES.		DIFFERENCE ON NET ESTIMATES.		Remarks.
		1899-1900.	1898-99.	Increase.	Decrease.	
	Effective Services.	Rx.	Rx.	Rx.	Rx.	
1	Army and Garrison Staff	...	541,290	541,210	80	...
2	Administrative Staff	...	205,542	208,892	...	3,350
3	Regimental Pay, Allowances and Charges	...	8,098,142	8,392,856	...	294,714
4	Commissariat Establishments, Supplies and Services	...	3,382,430	3,103,013	216,417	...
5	Remount and Veterinary Establishments, Supplies and Services	...	844,411	836,909	7,502	...
6	Clothing Establishments, Supplies and Services	...	207,894	204,775	3,119	...
7	Barrack Establishments, Supplies and Services	...	243,808	229,980	13,828	...
8	Administration of Martial Law	...	42,905	43,189	...	284
9	Medical Establishments, Supplies and Services	...	743,078	712,231	30,847	...
10	Ordnance Establishments, Stores and Camp Equipage	...	709,373	656,353	53,014	...
11	Ecclesiastical	...	33,032	27,372	5,660	...
12	Education	...	40,923	47,291	...	368
13	Sea Transport Charges	...	57,222	56,337	885	...
14	Miscellaneous Services	...	348,847	212,080	136,767	...
15	Volunteer Corps	...	202,564	196,707	5,857	...
	Total, Effective Services Rx.	15,227,464	15,032,707	493,470	298,713	
	Non-Effective Services.					
16	Rewards for Military Services	...	16,328	32,445	...	16,217
17	Military Pensions to Europeans	...	98,364	106,197	...	7,833
18	Military Pensions to Natives	...	709,304	727,373	...	18,069
19	Widows' Pensions and Compassionate Allowances	...	58,739 <sup>a</sup>	54,952 <sup>b</sup>	3,887	...
20	Departmental Pensions	...	64,236	62,130	2,096	...
	Total, Non-Effective Services Rx.	829,332	873,193	—1,742	42,119	
	Military Operations Rx.	39,904	1,344,900 <sup>c</sup>	...	1,305,996	
	Grand Total Rx.	16,096,700	17,250,800	491,728	1,643,928	
		Net decrease Rx. ...		1,155,100		

\* The bulk of subscriptions of officers to Indian Military Service Family Pensions is received in India, while most of the expenditure is incurred at home. The receipts in India, therefore, exceed the expenditure in India, and hence, as the figures in the above statement are net, there must be a minus entry.

† In my memorandum on military expenditure last year the heading "Military Operations" did not appear, although it did appear in the Financial Statement, the charges being included in my memorandum under Grant 14. The figure adopted above differs from that in the Financial Statement for last year, by reason of a change in classification involving a redistribution between ordinary charges and warlike operations.



## II.—Home (India) Military Estimates.

### *Revised Estimates, 1898-99.*

11. The second of the estimates with which the Military Department is concerned is the Home estimate for army effective and non-effective charges. The Home Budget Estimates for 1898-99 provided for a gross expenditure of £4,469,300, while in the Revised Estimates provision has been made to the extent of £4,324,100.

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

12. The saving of £145,200 in the Revised, as compared with the Budget Estimate for 1898-99, is chiefly due to decrease in the payments for ordnance stores, owing, to a great extent, to the reduction of demands made by India. It is also due to reduced payments on account of the furlough allowances of officers of the Indian Service, and of the pay and pensions of non-effective and retired officers of the Indian Service. These decreases are, however, partly counter-balanced by larger payments having been made to the War Office in settlement of their claims for 1897-98 on account of the effective and non-effective service of the British forces serving in India, than were anticipated when the Budget Estimate was framed.

13. There is also an increase of £10,400 on account of receipts in the Revised, as compared with the Budget Estimates for 1898-99, due chiefly to larger receipts being anticipated on account of the Indian Troop Service, and in the value of articles in possession of regiments on their transfer from the Indian to the British establishment.

14. The net figures of the revised, therefore, show a saving of £155,600 on those of the Budget Estimate for 1898-99 due, as explained above, to a decrease in expenditure of £145,200 and an increase in receipts of £10,400.

### *Estimates, 1899-1900.*

Comparison—  
Budget for 1899-00,  
and  
Estimate for 1899-1900.

15. The receipts and expenditure for 1899-1900 are as follows :—

				Receipts.	Expenditure.	Net expenditure.
				£	£	£
Effective	...	...	...	51,000	1,996,300	1,944,400
Non-effective	...	...	...	15,500	2,496,800	2,481,300
Total				67,400	4,493,100	4,425,700



16. Compared with the budget for 1898-99, larger receipts to the extent of £18,100 are anticipated in 1899-1900, owing to the same causes as those which have led to the figures on account of receipts being increased in the Revised Estimate for 1898-99. The total gross expenditure for 1899-1900 is, however, higher by £23,800 than the amount provided in the budget for the preceding year, owing chiefly to larger amounts being provided for payment to the War Office on account of the effective and non-effective services of the British forces serving in India, as the amounts adopted on this account in the budget of the preceding year were too low. These increases in expenditure are partly counter-balanced by provision for one transport for trooping service less than in the preceding year having been made, and by reduced expenditure being anticipated on account of pay and pensions of non-effective and retired officers of the Indian Service.

17. The gross charges on account of effective services include payments to the War Office in respect of the British forces serving in India, amounting, as estimated in the coming year, to £730,000, as against £721,000 in the estimates for 1898-99. These charges are based on the capitation rate of £7-10 for each man borne on the establishments of the British forces in India, with the addition of the charge for deferred pay issued to British soldiers on discharge or transfer to the reserve. In connection with the deferred pay, it may be mentioned that during the current financial year it was decided to abolish this concession and to substitute for it a gratuity, the effect of which will be to ultimately reduce military expenditure at Home. The other items included in the gross effective charges are furlough allowances and pay during the voyage of British forces serving in India (£103,000); furlough allowances of officers of the Indian Service (£230,000); Indian Troop Service (£260,600); passage of officers and troops otherwise than in transport (£12,000); miscellaneous (£19,000); and stores for India (£629,700).

The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£354,000); pay of the non-effective Colonels of Royal Artillery (£24,800); while the pay and pensions of non-effective and retired officers of the Indian Service amount to £1,800,000, the miscellaneous pensions to £86,000, and the Indian Military Service Family Pensions to £32,000.

18. The net expenditure for 1899-1900 is more by £5,706 than that for the preceding year; and, as explained above, this is due to an increase of £18,100 in receipts and an increase of £23,800 in gross expenditure.

19. Subsequent to the estimate of 1899-1900 being closed, it was decided to defer the supply from England of certain stores to the value of £11,093 for which provision was included in those estimates. This over-provision in the Home Estimates has been adjusted by a corresponding deduction in the Indian Estimates with the result that, as compared with the net expenditure of 1898-99, there will be a saving in 1899-1900 of £5,393 in the Home Expenditure.



20. The figures of actual expenditure in 1897-98, of the *Budget and Revised Estimates* for 1898-99, and of the *Estimate* for 1899-1900, are given below in detail for convenience of comparison :—

	Accounts, 1897-98.	Budget Estimate, 1898-99.	Revised Estimate, 1898-99.	Estimate, 1899-1900.
EFFECTIVE.	£	£	£	£
Payments to War Office in respect of British Forces serving in India ...	729,719	721,000	744,400	730,000
Furlough Allowances and Pay during voyage of British Forces serving in India ...	98,820	108,000	112,000	108,000
Furlough Allowances of officers of the Indian Service ...	195,800	230,000	202,000	230,000
Indian Troop Service ...	228,944	267,600	284,600	260,600
Passage of officers and troops otherwise than in transports ...	17,737	19,000	12,000	19,000
Miscellaneous ...	31,651	20,000	19,500	19,000
Stores for India ...	527,141	627,900	522,900	629,700
<b>Total ...</b>	<b>1,829,882</b>	<b>1,993,500</b>	<b>1,897,400</b>	<b>1,996,300</b>
NON-EFFECTIVE.				
Payments to War Office for Retired Pay; etc., of British Forces for service in India ...	506,847	517,000	527,500	554,000
Pay of non-effective Colonels of Royal Artillery ...	24,518	24,800	24,200	24,800
Pay and pensions of non-effective and retired officers of the Indian Service ...	1,771,591	1,820,000	1,700,000	1,800,000
Miscellaneous pensions, etc. ...	84,443	84,000	84,500	86,000
Indian Military Service Family Pensions ...	27,446	30,000	30,500	32,000
<b>Total ...</b>	<b>2,414,845</b>	<b>2,475,800</b>	<b>2,426,700</b>	<b>2,496,800</b>
<b>Total, Effective and Non-Effective ...</b>	<b>4,244,227</b>	<b>4,469,300</b>	<b>4,324,100</b>	<b>4,493,100</b>

21. The following table shows, in detail, the expenditure for stores (including freight) from 1893-94 to 1899-1900 :—

	ACCOUNTS.					Revised Estimate, 1898-99.	Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	£	£	£	£	£	£	£
Clothing ...	200,699	210,107	210,613	158,825	177,184	169,500	193,400
Ordnance and Miscellaneous ...	547,202	823,141	235,850	290,835	209,377	269,700	352,200
Medical ...	26,494	22,075	19,942	26,446	22,512	21,600	30,200
Commissariat ...	30,864	22,720	21,838	40,832	32,197	24,600	45,600
Chitral Relief Force ...	...	...	6,914	6,878	752	...	...
Malakand Field Force ...	...	...	...	...	23,403	16,500	...
Tochi Field Force ...	...	...	...	...	1,716	1,000	...
North-West Frontier Field Operations ...	...	...	...	...	...	...	5,800
<b>Total ...</b>	<b>805,259</b>	<b>578,043</b>	<b>495,157</b>	<b>523,811</b>	<b>527,141</b>	<b>522,900</b>	<b>629,700</b>



### III.—Military Works Estimates.

Excluding English expenditure and exchange, the budget estimate for 1898-99 amounted to Rx. 1,135,800; the revised estimate of expenditure amounted to Rx. 1,113,700. There has, therefore, been less expenditure in India of Rx. 22,100.

The budget estimate for 1899-1900, excluding English expenditure and exchange, amounts to Rx. 1,299,600, or Rx. 185,900 more than that of 1898-99. The difference is due to an extra grant of Rx. 14,500 for the Barrack Department duties in the Madras Command, now taken over by the Military Works Department, and to a provision of Rx. 150,000 for defence works on the North-West Frontier.

The heads of the Military Works estimate are in round figures:—

	Rx.
For original works, including works in progress and those to be commenced	400,800
„ repairs	349,000
„ establishment	298,000
„ Barrack Department establishment, supplies, and tools and plant	86,000

The new works, 108 in number, including 63 in progress and 105 not commenced, comprise fourteen water-supply works on which Rx. 47,300 is to be spent, and Rx. 22,100 for coast and inland fortifications, the balance being made up of drainage works, hospitals, barracks, and Ordnance, Commissariat, Marine, and Remount requirements. Many of these new works are of a minor character, or are renewals. The demands are very large, and no fewer than 354 works cannot be provided for. If they had been provided for it would have meant an addition of Rx. 940,000 to the budget.

The laborious task of re-constructing the organization for the performance of the military works services has been completed, and I hope that the new arrangements will come into force at an early date.

### IV.—Marine Estimates.

#### *Revised Estimates, 1898-99.*

The net figures of the Budget Estimate of the Royal Indian Marine for 1898-99 were Rx. 142,500, the Revised Estimate stands at Rx. 123,200, showing a decrease of Rx. 19,300. This decrease in the net expenditure is caused by excess receipts amounting to Rx. 17,500, and a reduction in expenditure to the extent of Rx. 1,800.

The excess under receipts is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial Service.

The increases in expenditure (aggregating Rx. 8,400) are chiefly due to smaller recoveries for stores issued to, and works executed for, other departments



The decreases in expenditure (aggregating Rx. 10,200) are principally due to savings in matters of establishments and up-keep; reduced expenditure on repairs to Her Majesty's ships in Indian seas and Royal Indian Marine vessels at outstations; smaller payments of exchange compensation allowances; temporary vacancies and other items.

Taking the increase against the decrease, there is a net decrease of Rx. 1,800, and adding these figures to the increased receipts, Rx. 17,500, the result is a decrease of Rx. 19,800 in the Revised as compared with the Budget Estimate.

#### *Estimates, 1899-1900.*

The net figures of the Marine Estimate for 1899-1900 are Rx. 130,950 against Rx. 142,500, the figures of the budget for 1898-99 showing a decrease of Rx. 5,550. This decrease is caused by an increase in receipts, amounting to Rx. 7,900, due to anticipated recoveries in connection with the employment of the *Cize* on Imperial Service, counterbalanced by increased expenditure to the extent of Rx. 2,350.

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

#### **General Remarks.**

Having reviewed the estimates with which the Military and Marine Department of the Government of India is concerned, I would now offer the following remarks in connection with the work of the Army Departments under the administrative control of the Military Department.

The past year has happily been one during which the army of India has enjoyed a much-needed rest, but the experiences of the year 1897-98 have shown certain weak points in the military system, and every department has been engaged in considering what remedies shall be applied, while the whole question of the military position on the North-West Frontier has been examined.

The deficiencies in the transport service have also been engaging attention, and a strong Committee under the presidency of Lieutenant-General G. B. L. Sanford, was formed to consider the organisation of that important service. The Committee has submitted a valuable and elaborate report and their recommendations are now under our immediate consideration. The question of improving the ambulance transport has been taken up, and the proposals of a Committee have been submitted. Another weakness that made itself conspicuous during the late campaigns was the deficiency in mountain artillery. We have received the Secretary of State's permission to raise an additional battery.

A decision has been arrived at regarding the gauge of frontier railways; the Nowshera-Dargai line will be pushed on the 2-foot 6-inch gauge; and we have formulated proposals for providing a stock of the plant required for field service tramways and railways.

Another subject to which we have given our attention is that of house accommodation in cantonments. As is well known, difficulties have frequently occurred in obtaining house accommodation in cantonments for officers of the army, and the existing rules on the subject having been found inadequate, it has been considered expedient to make better provision for that purpose by means of legislation. A bill was introduced on the 4th November 1898. The memorials



from house-owners and the opinions of local Governments and Administrations are being carefully considered.

I have already alluded to the proposed re-organisation of the transport. Last year I mentioned that the insufficiency of the existing complement of commissariat-transport officers had been brought specially to notice in the late campaigns. After very full consideration a large increase to the establishment was recommended. The Secretary of State for India has sanctioned an immediate increase of twelve officers and has called for further information to enable him to decide what further addition is necessary.

With a view to supply the hospitals and British troops with pure milk, steps are being taken to improve the management of dairies generally, and to work dairy and grass farms in conjunction. The supply of grass to the mounted branches has been, in recent years, a matter for anxious consideration, but I hope that we are now in a fair way to attain something like success. An experimental training class for British non-commissioned officers and men in scientific grass farming has been opened at Allahabad, and other measures are being taken to generally improve the supervision of grass farms, and to make them paying concerns. The rules for the provision of grass lands for the horses of Native cavalry in the Bengal and Punjab Commands have been extended to the Native cavalry in the Bombay Command.

Considerable progress has been made in various matters connected with the manufacture and supply of munitions of war. Proposals have been made for the establishment of a factory for the manufacture of cordite on a large scale. This will enable us to be independent of England for our cordite supply and will effect a considerable economy. A site has been decided upon at Jubbulpore for the establishment of a Central Gun-Carriage Factory for all India. The three existing factories at Madras, Bombay, and Fatehgarh cannot be kept up to date economically, and the establishment of a central factory will effect a saving in the cost of establishments. The Harness and Saddlery Workshops in the Bombay Arsenal have been closed, and the work transferred to Madras. In dealing with the working of the Ordnance Department during 1897-98 in my last year's memorandum, I referred to the fact that in order to provide a central authority for the expeditious and economical supply of stores to the arsenals and depots in India, the whole of the ordnance factories in this country had been placed under the direct control of the Director-General of Ordnance in India. I would now add that as a necessary sequel to this arrangement a central office for dealing with the audit and accounts of these factories has been ordered to be formed with effect from the 1st April 1899. Pole draught is being substituted for shaft draught in batteries of horse and field artillery in India. Horse artillery batteries are also being equipped to take cordite cartridges with 12-pr. projectiles, while the field batteries are being altered to carry 15-pr. projectiles with cordite cartridges. It has been decided to carry out the re-armament of British cavalry in India with the Lee-Enfield Magazine carbine, and the artillery with the Martini-Enfield carbine as funds become available.

The equipment of additional corps of the field army for duty on the lines of communication under the plan of mobilisation will be proceeded with in 1899-1900.



The provision of remounts for the army is always a matter of the greatest importance. Various improvements and economies have been effected, and on the whole it may be claimed that satisfactory Australian and country-bred remounts are issued to the army. With a view to developing mule-breeding in India, the purchase of additional donkey stallions from Cyprus was sanctioned, and we have engaged to take a certain number of stallions annually. The increasing difficulty of obtaining donkey stallions from the continent renders it imperative that other sources of supply should be opened up.

There is no more important question than that of the sanitary condition of the army. A great deal remains to be done, but year by year we are making improvements, endeavouring to find out defects and how to remedy them. More troops are stationed in the hills during the hot weather, barracks rebuilt or renewed, and a supply of good water provided at an increasing number of stations. Investigations have been specially made into the sources of the water-supply at various places, and the most stringent precautions have been taken locally to protect the men, as far as possible, from impure water. In the Native Army a considerable progress has been made in re-building the lines; but there are still many lines which ought to be renewed. Valuable sanitary work has been done by the officers appointed for the purpose, and special investigations have been made at those stations which have been particularly afflicted by enteric disease; and water-supply and drainage schemes have been pushed on. It is hoped that the establishment of cantonment hospitals will do much to mitigate the severity of a certain class of diseases. Owing to the conservancy arrangements in cantonments in the Bombay Command being of an unsatisfactory nature, measures are being taken for gradually introducing into that Command the system which has proved successful in the Bengal and Punjab Commands. Funds have been specially provided for the improvement of the sanitary condition of the important military station of Quetta.

#### **Marine Department.**

During the past year the work in the dockyards at Bombay and Kidderpore (Calcutta) has been normal, notwithstanding the difficulties which the occurrence of plague in the former place gave rise to. The vessels of the Royal Indian Marine have been employed in the usual trooping service, which has extended to Mauritius and Durban. Experiments have been made, with some success, in sending convalescents for a sea trip during the trooping voyages. Two vessels of the Indian Marine have been many years in the service, and, although at present efficient, arrangements will have to be made to replace them before many years elapse.

EDWIN H. H. COLLEN,

*The 20th March 1899.*

*Major-General.*



**Memorandum by the Honourable Sir Arthur Trevor, K.C.S.I.,  
on the conclusions of the Conference of 1898 on Railway  
extensions in India.**

The Railway Conference of 1898 met at Viceregal Lodge, Simla, on the 15th

**PRESIDENT :**  
His Excellency the Viceroy. (The Earl of  
Elgin).

**MEMBERS :**  
The Honourable Sir James Westland, K.C.S.I.  
The Honourable Major-General Sir E. H. H.  
Collen, K.C.I.E.  
The Honourable Sir Arthur Trevor, K.C.S.I.  
Mr. F. R. Upcott, Secy. to the Govt. of  
India, P. W. Dept.  
Mr. A. R. Becher, Accountant General, P. W.  
Dept.

**SECRETARY :**  
Captain W. J. McElhinny, R.E., Offg. Under-  
Secy. to the Govt. of India, P. W. Dept.  
(Railway Branch).

and 16th August 1898, and was constituted  
as noted in the margin. A representative of  
the Revenue and Agricultural Department  
was not included on the Committee this  
year, as with the exception of a group of  
light lines in the Madras Presidency, which  
are not urgent and the projects for which  
are incomplete, there were no famine lines  
brought forward that had not already been  
discussed in former years.

2. Twenty-three new projects were considered, of which five were set aside,  
one was recommended for construction by a Native State, and the remaining  
seventeen were held over as not yet ripe for a decision.

The line recommended for construction is the Tonk Branch, 10 miles in  
length and estimated to cost Rs. 40,000. It will connect Tonk with the Jeypore-  
Chambal Railway.

3. Of lines held over or set aside at the Conference of 1897, and neither  
hitherto included in the programme nor brought under negotiation outside the  
programme, two have now been recommended for construction by, or on the re-  
sponsibility, direct or indirect, of Government, one by a Branch Line Company,  
and two for construction without assistance by Native States and private enterprise.

The lines in question are shown below :—

No.	Name.	Approximate length.	Approximate cost.	Locality and agency.
	(a) By or on the responsibility, direct or indirect, of Government.	Miles.	Rs.	
1	Nowshera-Mardan . . . .	40	117,500	Punjab. As part of the North Western rail- way.
2	Midnapur-Jherria . . . .	122	1,221,200	Southern Bengal. As part of the Bengal Nagpur railway.
	(b) Open to Branch Line Compa- nies.			
1	Chandipur-Taki . . . .	39	172,000	Bengal. Branch of Bengal Cen- tral railway.
	(c) Reserved for Native States.			
1	Shoranur-Cochin . . . .	64	917,700	Madras. Branch of Madras rail- way.
	(d) By private enterprise.			
1	Ammāyanayakanur-Kuruvanath .	75	500,000	Madras. Branch of South Indian railway.



4. Of the two lines recommended for construction by, or on the responsibility of, Government, No. 1, the Nowshera-Mardan, has been estimated for, and provision has also been made in the ensuing programme of railway construction for its commencement.

No. 2, the Midnapore-Jherria, has been accepted for early commencement of construction for the reason that it will open out all the coal-fields at present demanding railway facilities, and at the same time provide a valuable connection for the traffic between Upper India and the east and south coasts of India. The line, which will also have a famine protective value, has been provided for within the programme.

The Chandipur-Taki Railway has been accepted for construction without any Government guarantee, and arrangements are being made by the Promoters for carrying out the survey and preparation of the detailed project by the agency of the Bengal Central Railway Company. The Shoranur-Cochin railway has also been accepted for construction by the Native State of Cochin without any Government guarantee, while the formation of an independent Company to construct the Ammayanayakanur-Kuruvanath as a tramway without a guarantee under the provisions of the Indian Tramways Act, XI of 1886, has been agreed to, subject to certain conditions.

5. As has been explained on former occasions, the extent to which it is possible to give effect to the recommendations of the Conference in regard to Capital Expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R. C., dated 17th April 1896, or by Native States or private Promoters without financial assistance, has been governed up to the end of the year now closing by the limitations of a programme covering the three years, 1896-97 to 1898-99. This programme provided for a total expenditure of Rx. 29,660,000, against which we expect to spend the following amounts:—

	Rx.
In 1896-97 (Actuals) . . . . .	8,658,800
" 1897-98 ( " ) . . . . .	8,145,500
" 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

The Budget Estimate for 1898-99 was prepared for Rx. 10,788,900, but owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, the impossibility of working to the original programme was recognized some time ago, and the Revised Estimate has been reduced accordingly to the sum of Rx. 8,387,500 above shown.

For the three years, 1899-1900 to 1901-1902, on which we are about to enter, it has been thought advisable that we should work on a somewhat less ambitious programme, providing about 6 crores a year for new lines and extensions as against nearly 8½ crores under the previous programme. The chief object of this reduction is to give time for the earnings to overtake the expenditure. The forecast which has been prepared and approved by the Secretary of State works out accordingly to Rx. 20,322,100, distributed as under:—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1901 . . . . .	6,728,400
1901-1902 . . . . .	6,821,000
<b>TOTAL</b> . . . . .	<b>20,322,100</b>

The additional amount, approximately Rx. 750,000 in each year, which it will be observed has been provided, is due to the inclusion in programme limits from this year of the open line Capital expenditure of the three guaranteed companies and the anticipated expenditure by branch line companies financed on the basis of a firm guarantee instead of a rebate, which items have hitherto been dealt with outside the programme.



The sum set down for expenditure during 1899-1900 is Rx. 6,772,700. In consequence, however, of the heavy lapse, amounting to Rx. 2,401,400, on the grant for 1898-99, to which reference has already been made and which was in a great measure due to short outlay in England consequent on the failure of contractors to complete orders placed with them for stores, it has been agreed, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse to the grant for 1899-1900, and a further sum of Rx. 1,090,000 subsequently reduced to Rx. 990,000 has been provisionally added under certain conditions with the concurrence of Finance Department, subject to Secretary of State's approval. With this addition the total amount available for expenditure on construction of Railways during 1899-1900 will stand at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . .	490,000
48.—State Railways—Construction . . . .	3,465,000
Capital of Indian Railway Companies . . . .	2,841,900
Branch Line Companies . . . .	168,000
Guaranteed Railways and Extensions . . . .	1,107,800
East Indian Railway Company's debentures . . . .	750,000
<b>Total amount available . . . .</b>	<b>8,822,700</b>

6. Statement A appended to this memorandum gives the programme as modified up to date, and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure during 1899-1900 and subsequent years will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, etc., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction; and statement D summarises the actual and anticipated progress of railway construction generally for the two years, 1898-99 and 1899-1900.

A. C. TREVOR.



## APPENDIX A.

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Statement showing the expenditure actually incurred and the estimated further expenditure to be incurred on railways to end of 1901-1902.

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## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
<b>I.—FROM IMPERIAL FUNDS.</b>					
<b>(i)—By State Agency.</b>					
<i>Open Lines.</i>					
	Expenditure on open lines worked by the State	...	...	...	1,452,300
<i>Lines under Construction.</i>					
1	Nowshera-Dargai . . . . .	40	117,600	...	...
2	Eastern Bengal System. { i.—Ranaghat-Godagari . . . . .	93	930,000	...	—
3		...	1,000,000	...	...
4		60	600,000	...	...
5		40	300,000	...	...
6		51	468,800	...	...
7	East Coast, Godavari Bridge . . . . .	...	597,000	153,800	166,400
8	Rae Bareilly Benares Extension . . . . .	139	843,400	763,500	54,400
9	Mari-Attock . . . . .	87	1,617,300	1,377,400	142,500
10	Kotri-Rohri, Indus Bridge . . . . .	...	310,100	169,500	168,400
11	Bhatinda-Ferozepore conversion to 5' 6" gauge . . . . .	55	178,800	108,200	64,700
12	Rungpore-Dhubri, Teesta Bridge . . . . .	...	151,900	10,800	46,100
13	Cooch Behar-Santrabari, British section . . . . .	20	45,600	8,000	30,300
14	Rajbari-Faridpore Branch, Eastern Bengal Railway . . . . .	14	136,000	56,000	26,100
15	Shudipalli-Balotra { (i) British section . . . . .	75	315,600	2,700	100,300
16		55	62,300		
17	Agra-Delhi Chord . . . . .	131	907,600	6,200	...
18	Ghazipur-Moradabad Chord . . . . .	27	823,000	...	238,000
	Reserve . . . . .	...	...	...	...
Total Lines under Construction		937	9,400,200	2,656,000	977,800
Total I (i)—By State Agency		937	9,400,200	2,656,000	2,379,500



on Railways to end of 1901-1902.

Total probable expenditure to 31st March 1899 (Cols. 5+6).	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.	
		1900-1901.	1901-1902.				
		Subject to alteration.					
7	8	9	10	11	12	13	
Rx.	Rx.	Rx.	Rx.	Rx.			
...	625,800	650,000	650,000	...			
...	120,000	56,000	...	176,000	1	New projects.	
...	...	100,000	100,000	200,000	2		
...	...	100,000	100,000	200,000	3		
...	...	50,000	50,000	100,000	4		
...	...	50,000	50,000	100,000	5		
...	100,000	200,000	200,000	500,000	6		
320,200	200,000	100,000	...	620,200	7		
816,900	4,000	...	...	820,900	8		
1,519,900	25,000	...	...	1,544,900	9		
277,900	35,000	...	...	312,900	10		
172,900	...	...	...	172,900	11		
56,900	111,500	...	...	168,400	12		
38,300	12,500	...	...	50,800	13		
83,000	...	...	...	83,000	14		
103,000	100,000	47,200	...	230,200	15	New project. Reserve.	
...					16		
6,200	...	200,000	200,000	406,200	17		
238,000	332,600	200,000	323,000	1,093,600	18		
...	162,600	...	...	162,600			
3,633,200	1,203,200	1,097,200	1,023,000	6,956,600			
3,633,200	1,829,000	1,747,200	1,613,000	6,956,600			



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rs.	Rx.	Rx.
	<b>1.—FROM IMPERIAL FUNDS—contd.</b>				
	Brought forward	937	9,400,200	2,656,000	2,379,500
	<b>(ii)—BY THE AGENCY OF MAIN LINE COMPANIES.</b>				
	<i>Open Lines.</i>				
	Expenditure on open lines worked by the Agency of Companies.	...	...	...	770,400
	<i>Lines under Construction.</i>				
19	Rajputana-Malwa, Godhra-Baroda chord	45	341,200	...	...
20	Tirhoot, Hajipore-Begum Sarai-Katihar Extension	158	1,223,100	604,400	250,000
21	Tirhoot, Sakri-Jainagar Branch	30	158,600	...	...
22	Assam-Bengal	736	(i) Construction, chargeable to Part II	10,358,800	* 6,469,500
23			(ii) Land, chargeable to Part I	331,700	22,000
24	East Indian, Moghalsarai-Gya Extension	126	1,511,100	701,400	529,100
25	Ditto Dehree-Dahtanganj	78	721,800	...	20,000
26	Ditto Shikhoabad-Farakhabad Branch	66	452,000	...	...
27	South Indian, Negapatam-Nagore Branch	5	23,000	...	...
28	Ditto Madura-Pamban	102	459,000	...	...
29	Tinnevelley-Quilon, British Section	45	250,000	...	...
	Total Lines under Construction	1,391	16,004,500	8,107,000	2,001,500
	Total I (ii)—By Main Line Companies	1,391	16,004,500	8,107,000	2,771,900
	GRAND TOTAL I—From Imperial Funds	2,328	25,404,700	10,763,000	5,151,400

\* Includes Rx. 2,656,000 from Company's funds.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	* Rx.		
3,033,200	1,829,000	1,747,200	1,673,000	6,056,600		
...	1,308,500	1,260,000	1,310,000	...		
...	...	...	100,000	100,000	19	New project.
854,400	200,000	...	...	1,054,400	20	
...	...	...	...	...	21	New project.
7,649,900	780,000	500,000	500,000	9,803,600	22	
353,700	20,000				23	
1,230,500	200,000	212,000	...	1,642,500	24	
20,000	180,000	200,000	373,500	773,500	25	
...	...	200,000	152,000	352,000	26	
...	17,500	...	...	17,500	27	New projects.
...	100,000	100,000	220,000	420,000	28	
...	70,000	80,000	100,000	250,000	29	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	Native State Section, 58 miles in length and costing Rx. 766,200 put outside the Programme as involving no liability.
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,299,100	4,428,500	21,370,100	...	



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
<b>II.—AGAINST THE CAPITAL ACCOUNTS OF THE 3 OLD GUARANTEED RAILWAY COMPANIES.</b>					
<i>Open Lines.</i>					
30	Great Indian Peninsula . . . . .	...	...	...	73,600
31	Madras . . . . .	...	...	...	20,100
32	Bombay, Baroda and Central India . . . . .	...	...	...	459,100
	<b>Total Open Lines . . . . .</b>	...	...	...	(a) 552,800
<i>Lines under Construction.</i>					
33	Amalner-Jalgaon Branch, G. I. P. R. . . . .	34	385,100	...	} 228,200
34	Chalisgaon-Dhulia Branch, G. I. P. R. . . . .	37	359,700	...	
35	Dhulia-Amalner Branch, Great Indian Peninsula . . . . .	20	200,000	...	...
36	Calicut-Cannanore Branch, Madras Railway . . . . .	59	737,500	6,300	70,600
37	Coonoor-Ootacamund, Nilgiri . . . . .	12	192,000	...	...
	<b>Total Lines under Construction . . . . .</b>	162	1,874,300	6,300	298,300
	<b>GRAND TOTAL II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.</b>	162	1,874,300	6,300	851,600
<b>III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES.</b>					
<i>Open Lines.</i>					
38	Bengal Central . . . . .	...	...	...	78,100
39	Bengal-Nagpur . . . . .	...	...	...	108,300
40	Burma . . . . .	...	...	...	94,300
41	Indian Midland . . . . .	...	...	...	203,000
42	Lucknow-Bareilly . . . . .	...	...	...	15,300
43	Southern Mahratta (including Mysore) . . . . .	...	...	...	79,900
	<b>Total Open Lines . . . . .</b>	...	...	...	578,900
	<b>Carried over . . . . .</b>	...	...	...	578,900

(a) Not included in programme for 3 years 1896-97 to 1898-99.



a. Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899, (Col. 5+6.)	Budget Estimate 1899-1900.	FORECAST FOR		Total probable expenditure upto end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	74,000	90,000	90,000	...	30	
...	60,000	60,000	60,000	...	31	
...	410,000	100,000	100,000	...	32	
...	544,000	250,000	250,000	...		
228,200	363,400	...	...	591,600	33	
...	—	...	...	...	34	
...	...	100,000	100,000	200,000	35	New project.
76,900	200,400	100,000	121,400	498,700	36	
...	...	100,000	...	100,000	37	New project.
305,100	562,800	300,000	321,400	1,390,300		
305,100	1,107,800	550,000	471,400	1,390,300		
...	40,000	40,000	40,000	...	38	
...	100,000	300,000	300,000	...	39	
...	12,100	120,000	120,000	...	40	
...	165,000	50,000	50,000	...	41	
...	6,000	30,000	30,000	...	42	
...	60,000	60,000	60,000	...	43	
...	384,000	600,000	600,000	...		
...	384,000	600,000	600,000	...		



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.	
1	2	3	4	5	6	
		Miles.	Rx.	Rx.	Rx.	
III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES— <i>contd.</i>						
	Brought forward	...	...	...	578,900	
<i>Lines under Construction.</i>						
44	Bengal-Nagpur	Sini-Midnapore-Cuttack-Calcutta	351	8,000,000	3,506,800	1,752,700
45		Raipur-Dhamtari	56	114,100		
46		Midnapore-Jherria Extension	123	1,221,200	...	...
47		Khargpur-Midnapore	8	142,500	...	...
48		Gondia-Satpura	237	811,000	...	...
49	Burma	Mandalay-Kunlon	225	2,250,000	880,100	299,700
50		Meiktila-Myingyan	58	361,400	...	125,700
51		Sagaing-Monywa-Alon	75	399,500	...	120,300
52		Thonze-Henzada-Bassein Extension	112	780,000	...	...
Total Lines under Construction		1,254	14,079,700	4,386,900	2,358,400	
GRAND TOTAL III—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.		1,254	14,079,700	4,386,900	2,937,300	
IV.—AGAINST THE CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WHICH ARE IN RECEIPT OF A FIRM GUARANTEE.						
<i>Lines under Construction.</i>						
53	Hurdwar-Delra	30	300,000	36,500	150,000(a)	
54	Brahmaputra-Sultanpore	60	342,700	88,700	68,000(a)	
GRAND TOTAL IV.—Against the Capital Accounts of Branch Line Companies.		90	642,700	125,200	218,000	

(a) Not included in programme for 3 years 1896-97 to 1898-99.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1900. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration,				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
—	384,000	600,000	600,000	—	—	
5,259,500	1,557,500	200,000	20,700	7,037,700	{ 44 45	} New projects.
...	...	600,000	650,000	1,250,000	46	
...	112,500	...	...	112,500	47	
...	...	...	100,000	100,000	48	
1,179,800	435,500	300,000	322,500	2,237,800	49	
185,700	112,400	70,000	85,900	454,000	50	} New project.
120,300	240,000	50,000	42,000	452,300	51	
...	...	...	100,000	100,000	52	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,000	1,820,000	1,921,100	11,744,300	...	
186,500	88,000	37,500	...	312,000	53	
156,700	80,000	21,700	...	258,400	54	
343,200	168,000	50,200	...	570,400	...	



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
	<b>ABSTRACT.</b>	<b>Miles.</b>	<b>Rz.</b>	<b>Rz.</b>	<b>Rz.</b>
I.—From Imperial Funds.	(i) By State Agency.	(a) Open Lines	...	...	1,402,300
		(b) Construction	937	9,400,200	2,656,000
		<b>Total</b>	937	9,400,200	2,656,000
	(ii) By the Agency of Main Line Companies.	(a) Open Lines	...	...	779,400
		(b) Construction	1,391	16,004,500	8,107,000
	<b>Total</b>	1,391	16,004,500	8,107,000	2,771,900
	<b>TOTAL I</b>	2,328	25,404,700	10,763,000	5,428,300
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	552,800
	(b) Construction	162	1,874,300	6,300	298,800
	<b>TOTAL II</b>	162	1,874,300	6,300	851,600
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	576,900
	(b) Construction	1,254	14,079,700	4,386,900	2,358,400
	<b>TOTAL III</b>	1,254	14,079,700	4,386,900	2,935,300
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government guarantee.	(a) Open Lines	...	...	...	...
	(b) Construction	90	642,700	125,200	(a) 218,000
	<b>TOTAL IV</b>	90	642,700	125,200	218,000
<b>TOTAL, I TO IV</b>	(a) Open Lines	...	...	...	3,304,400
	(b) Construction	3,834	42,001,400	15,281,400	5,853,300
	<b>GRAND TOTAL</b>	3,834	42,001,400	15,281,400	9,158,300

(a) Not included in programme for 3 years, 1896-97 to 1898-99.



on Railways to end of 1901-1902—concl'd.

Total expenditure to 31st March 1899. (Cols. 5 + 6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,500	650,000	650,000	...	...	
3,633,200	1,203,200	1,097,200	1,723,000	5,956,500	...	
3,633,200	1,829,000	1,747,200	1,673,000	6,956,500	...	
...	1,303,500	1,260,000	1,310,000	...	...	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,799,200	4,423,500	21,370,100	...	
...	544,000	250,000	250,000	...	...	
305,100	563,800	300,000	221,400	1,390,300	...	
305,100	1,107,800	550,000	472,400	1,390,300	...	
...	384,000	600,000	600,000	...	...	
6,745,300	2,457,900	1,820,000	1,321,100	11,744,300	...	
6,745,300	2,841,900	1,820,000	1,921,100	11,744,300	...	
...	...	...	...	...	...	
343,200	168,000	59,200	...	570,400	...	
343,200	168,000	59,200	...	570,400	...	
...	2,862,300	2,760,000	2,812,000	...	...	
21,135,300	5,060,400	3,968,400	4,011,000	35,075,100	...	
21,135,300	8,822,700	6,723,400	6,821,000	35,075,100	...	



## APPENDIX B.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—

- (i) Branch Line Companies,  
 (ii) Native States,  
 (iii) Railway Companies to which free land and minor concessions are given, which have actually been commenced or arranged for, omitting those shown in last year's Appendix B as completed.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rs.	
<b>(I) BY BRANCH LINE COMPANIES.</b>			
<b>(a) Lines shown as under construction in 1897-98.</b>			
Sagowlie-Rukeaul . . . . .	18	99,800	Completed and opened to traffic.
Open . . . . .	18	99,800	
South Behar . . . . .	79	1,129,407	Under construction by the agency of the East Indian Railway Company. More than 4ths finished.
Tapti Valley (Surat-Nandurbar-Amalner) . . . . .	156	1,400,139	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. More than 4ths finished. First section to Vyara opened to traffic.
*Hurdwar-Dehra . . . . .	32	300,000	Under construction by the State for the Branch Line Company. Tunnels completed and nearly half of line finished.
*Brahmaputra-Sultanpur . . . . .	60	342,700	Under construction by the agency of the Eastern Bengal Railway. Nearly half finished.
Mymensingh-Jamalpur . . . . .	54	205,500	Ditto More than 4ths finished. First section to Jamalpur opened to traffic.
Jamalpur-Jaggenathganj . . . . .			
Under Construction . . . . .	381	3,377,746	
<b>(b) Recommended lines shown as under consideration or negotiation in 1897-98.</b>			
Narwana-Kaithal Branch . . . . .	23	100,000	Completed and opened to traffic.
Open . . . . .	23	100,000	
Chandipur-Taki . . . . .	39	172,000	Concession granted pending arrangements for financing the project and preparation of necessary survey and estimate of cost.
Amritsar-Tarn Taran-Sarhali . . . . .	25	150,000	Concession granted. Commencement of work not yet authorised pending subscription of capital and submission of the detailed project.
	64	322,000	
<b>(c) New projects since put forward.</b>			
Nil.			
<b>TOTAL (I)</b> . . . . .	<b>486</b>	<b>3,899,546</b>	
<b>(II) BY NATIVE STATES.</b>			
<b>(a) Lines shown as under construction in 1897-98.</b>			
Wadhwan-Dhrangadhra . . . . .	21	66,200	Completed and opened to traffic.
Cooch Behar Town Extension . . . . .	3	15,000	Opened to traffic.
Open . . . . .	24	81,200	

\* Under new arrangements these two lines will be included in programme from next year.



APPENDIX B—*concl.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
(a) Lines shown as under construction in 1897-98— <i>contd.</i>	Miles.	Rs.	
Birur-Shimoga Branch . . . . .	38	185,000	Under construction by the Mysore Durbar. Nearly $\frac{3}{4}$ th finished.
Hyderabad-Godavari Valley . . . . .	390	2,988,200	Under construction by the Nizam's Guaranteed State Railways Company. More than half finished.
Guns-Bara Extension . . . . .	74	602,500	Under construction by the Durbars concerned. About $\frac{1}{4}$ th finished.
Shadipali-Balotra (Jodhpore Section) . . . . .	135	427,700	Under construction by the Jodhpore Durbar. About half finished.
Jeypore-Chambal (Jeypore-Sawai-Madhopur) . . . . .	73	313,200	Under construction by the Jeypore Durbar. About half finished.
Cooch Behar-Alipore . . . . .	11	25,000	More than half finished.
Bikaner-Suratgarh . . . . .	114	247,730	Fifty miles opened for traffic, 64 under construction.
Pardi-Nandod . . . . .	18	60,690	Under construction for the Rajpipla Durbar. Pardi-Umalla Section, 5 miles, opened to traffic. About $\frac{1}{4}$ th finished.
Under Construction . . . . .	853	4,819,620	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Ludhiana-Dhuri-Jakhal . . . . .	81	416,600	Construction sanctioned, but commencement as a railway project not yet authorised pending settlement of agreement with the Durbars concerned.
Gwalior-Bhind-Chambalghat . . . . .	46*	86,300	Half finished.
	127	502,900	* Excluding 6.54 miles of the existing line, which will require slight alterations.
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Tinnevely-Quilon (Native State Section) . . . . .	58	766,200	Accepted for construction without any Government guarantee.
TOTAL (II) . . . . .	1,062	6,779,920	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines shown as under construction or actually arranged for in 1897-98.			
Bengal and North-Western Railway Extension (Benares-Turtipur and Branches) . . . . .	210	1,318,100	Under construction. More than half finished.
Barsi Road-Pandharpur Extension . . . . .	33	133,925	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
Nilgiri (Metupalniyam-Coonoor) . . . . .	17	355,000	Completed, but damaged by heavy rain as it was about to be opened to traffic.
	260	1,807,025	
(b) Recommended line shown as under consideration or negotiation in 1897-98.			
Kalka-Simla . . . . .	68	700,000	Contract executed and capital partly subscribed, but commencement of work not yet authorised, pending submission of, and sanction to, the detailed project.
Bengal Doonri Extensions . . . . .	126	611,100	Contract executed, estimates sanctioned and work commenced.
	194	1,311,100	
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Nil.			
TOTAL (III) . . . . .	454	3,118,125	
GRAND TOTAL (I) TO (III) . . . . .	2,002	13,447,591	



## APPENDIX C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—

- (i) Branch Line Companies,  
 (ii) Native States,  
 (iii) Railway Companies to which free land and minor concessions are given, but not yet actually commenced or arranged for.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rs.	
<b>(I) BY BRANCH LINE COMPANIES.</b>			
<i>(a) Lines included in the list of 1897-98 as under consideration.</i>			
Bhagalpur-Bausi-Baidyanath . . . . .	90	139,700	Concession being arranged.
Ahmadpur-Baidyanath . . . . .	62	55,700	Negotiations in progress.
Gogri (Mansi)-Baptiahi . . . . .	85	500,700	Concession being arranged.
Kurnool Road Branch . . . . .	36	120,000	Under consideration.
Jullundur-Hoshiarpur . . . . .	25	150,000	Ditto ditto.
Ahmedabad-Dholka (Sabarmati-Dholka) . . . . .	34	130,800	Ditto ditto.
Nadiad-Kapadvanj . . . . .	28	87,400	Ditto ditto.
Nilgiri Extension (Coonoor-Ootacamund) . . . . .	12	192,000	Ditto ditto.
Mutpet-Avadyarkoil . . . . .	45	150,000	Construction by the Tanjore District Board agreed to.
Shibnibash (Khasengunge)-Kotchandpur-Magura.	51	130,000	Under consideration.
<i>(b) New projects since put forward or recommended.</i>			
Ammayanayakanur-Kuruvanath . . . . .	75	500,000	Negotiations in progress.
Sylhet District tramways . . . . .	43	120,000	Under consideration.
Cachar District tramways . . . . .	60	147,500	Ditto ditto.
Beavada-Masulpatam . . . . .	42	530,000	Ditto ditto.
<b>TOTAL (I)</b> . . . . .	<b>690</b>	<b>4,049,800</b>	
<b>(II) BY NATIVE STATES.</b>			
<i>(a) Lines included in the list of 1897-98 as under consideration.</i>			
Arasikere-Hassan . . . . .	27	192,500	Under consideration by the Mysore Durbar.
Bellary-Kotah (2 feet) . . . . .	43	95,000	Under consideration by the Kotah Durbar.
Mysore-Fraserpet . . . . .	52	250,000	Under consideration by the Mysore Durbar.
<i>(b) New projects since put forward or recommended.</i>			
Shoranur-Cochin . . . . .	64	917,700	Under consideration by the Travancore Durbar.
<b>TOTAL (II)</b> . . . . .	<b>186</b>	<b>1,455,200</b>	



APPENDIX C—*concl.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines included in the list of 1897-98 at under consideration.			
Bengal Doars Extension (Bagrakote to Daling coal-fields).	5	34,000	Contract executed subject to the condition that the Company agrees to construct such line.
Vizianagram-Bimlipatam . . . . .	15	93,900	Negotiations in progress.
Lakshmi-Noakhali-Ichakhali . . . . .	38	228,000	Negotiations in progress. Alternative for Puri-Noakhali line.
(b) New projects since put forward or recommended.			
Gorakhpur-Bagaha . . . . .	65	334,000	Under consideration.
Ballia-Ghazipur . . . . .	34	156,400	Ditto ditto.
Jaunpur-Aunrihar . . . . .	34	129,200	Ditto ditto.
TOTAL (III) . . . . .	191	975,500	
GRAND TOTAL (I) TO (III) . . . . .	1,067	6,480,500	



## APPENDIX D.

*Memorandum on the construction of railways.*

1. At the commencement of 1898-99, *i.e.*, on the 1st April 1898, the total length of railways open for traffic was 21,198·08 miles, made up as follows:—

[illegible]

- 1. Although for convenience claimed amongst State railways, this line is the property of the Bengal Central Railway Company.
- 2. Worked by the Indian Midland Railway Company.
- 3. Worked by the Bombay, Baroda and Central India Railway Company.
- 4. Worked by the Great Indian Peninsula Railway Company.
- 5. Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railways Company.
- 6. Worked by the Madras Railway Company.
- 7. Includes the Kharid-Kohri and Multah-Bahlan railways and 612 miles of ordinary line not used for public traffic.
- 8. Worked by the North Western State railway.
- 9. Excluding the Berwade extension, vide footnote (c).
- 10. Worked by the East Indian Railway Company.
- 11. Excluding 126 miles. Tramway troop siding, constructed but not used for ordinary public traffic.
- 12. Although for convenience claimed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.

- (a) Worked by the Southern Mahratta Railway Company.
- (a) Worked by the Bombay Indian Railway Company.
- (a) Estimated 9.00 million of the Lucknow-Bareilly railway between Ballia) and Allahgh.
- (a) Including 4.50 miles of Bhavnagar Dock estates and Jangal quarry Ham.
- (a) Worked by the Dahanu-Bombay-Judged-Purandar railway.
- (a) Including 8.50 miles of Bhe-Sunder Bhat estate sidings.
- (a) Estimated a railway from the 1st May 1886. Previously omitted.
- (a) Worked by the Eastern Bengal Assam railway.
- (a) Including the mileage of the Chittra-Congorailway, which is treated as a steam tramway for administrative purposes only. This line was damaged by floods and was opened up on 30th April 1887 only. It was reopened for goods traffic from 23rd December 1887.
- (a) Including 3.00 miles from Patnakhali to the Ganges connected but not worked. This length was open for traffic from the 1st to the 15th October 1887.
- (a) Includes the Gauthai-Jamuna branch section, 7.75 miles, temporarily closed to traffic from 13th June 1887 on account of damages done by collisions.



Standard gauge—

(5) State lines worked by companies

1990

012000

(iii) Guaranteed companies . 18.6-71

(iv) Associated companies . . . 225-20

(v)	Lines owned by native states and worked by companies	76.00
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(vi) Lines owned by native states and worked by State railway agency . . . . .	80-82
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(vii) State lines worked by companies . . . . .

(viii) State lines worked by the State. 70:13

(ix)	Assisted companies	270.08
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(x)	Lines owned by native states and worked by companies . . . . .	438.29
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(xi)	Lines owned and worked by native states	285.60
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(xii) State lines worked by companies

(xiii)	State lines worked by the State	20-08
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(xiv) Assisted companies	\$8.00
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(xv)	Lines owned by native states and worked by companies	49.80
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(xvi) Lincs owned by native states and worked by State railway agency . 15.22

(xvii).	Lines owned and worked by native states	79-96
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**TOTAL** • (c) 4,293.66

There was thus a grand total of railways completed and in hand, on the 1st April 1898, of miles **25,493·74**

[illegible]

(2) The length between Basal (New Pind-Mulhail) and Lassar, 18 miles, is a part of the open mileage of the Khudhar branch.  
(3) Including the existing South Indian, metre gauge, railway between Basal and Solapur, 27.8 miles, subsequently taken over and converted to the standard gauge.  
(4) The mileage given is exclusive of 6.5 miles of the existing Hyderabad-Mulhail metre gauge railway to be converted to the metre gauge.  
(5) Excluding the Khudhar-Peepur section 15.05 miles.  
(6) Includes the mileage of the proposed multipurpose railway, which is treated as a main line for administrative purposes only.



8. During 1898-99, i.e., from 1st April 1898 to 31st March 1899, 540·62 miles of new railway were authorized as follows:

	Miles.	Miles.	Miles.
(i) Agra-Delhi branch— Agra to Delhi . . . . .	(a) 121·16		
Bombay-Nagpur— Bombay to Midnapore . . . . .	(b) 5·00	129·16	
(ii) South Indian— Nagpur to Nagore . . . . .	(c) 4·07		
Bombay— Bombay to Mysore . . . . .	87·70	198·20	345·87
(iii) Jodhpore-Mekran (Mekran section)— Jodhpore to Bhakkar . . . . .	(d) 63·70		
Mekran to Bhakkar . . . . .	7·90	71·60	
(iv) Tezpur-Ballpara (2' 6")— Tezpur to Ballpara . . . . .	(f) 20·10		
Howrah to Amta . . . . .	(g) 29·76		
Howrah to Jangalbalpur (branch) . . . . .	(h) 10·25	169·30	
Howrah to Bhokhalla (2' 6")— Kandah to Bhokhalla . . . . .	(i) 10·25		
Chanditola to Jangal (branch) . . . . .	(j) 20·20		
Right bank of the Churni river near Bhokhalla to the left bank of the Churni river at Krishnagar . . . . .	(k) 63·00		
(v) Gwalior-Chambal ghât (2' 6")— Gwalior to Mandla . . . . .	(l) 43·79		
(vi) East Indian— Hathras Road to Hathras City . . . . .	6·61		
Bombay-Nagpur— Sind to Nagpur . . . . .	135·48	224·83	360·31
Bombay to Barang (Cuttack) . . . . .	160·00		
Indian Midland— Bombay to Katul . . . . .	68·00		
(vii) North Western— Lyallpur to Toba Tek Singh . . . . .	40·00		
Quetta and Kohli-Khand . . . . .	158·49		
Kashmir to Baramulla . . . . .	6·59	20·59	405·26
Pandhara to the Ganges . . . . .	14·59		
Pandhara to Pandhara . . . . .	1·84		
East Coast, including Bewada-Madras— Temporary Port station to permanent Port station . . . . .	76·00	(d) 236·20	
Port to Gudur . . . . .	24·24		
Gudur to Nellore . . . . .	124·12		
(viii) Madras— Wajah Road to Ratipet . . . . .	4·38		
(ix) Southern Punjab (Delhi-Bombay)— Karnal to Kuthi . . . . .	(d) 23·00	49·26	
Tapi Valley— Kankar Khari to Vyara . . . . .	26·26		
(x) Bengal and North-Western— Company's section— Bachman to Tulpur . . . . .	(d) 18·50		
Ganga bridge at Bahramghat and approach . . . . .	3·27		
Ganga Ganga Road line— Tulpur to Amnagar . . . . .	21·30		
Amnagar to Amnagar . . . . .	63·95	(f) 231·29	316·67
Amnagar to Tulpur . . . . .	21·25		
Amnagar to Gwalior . . . . .	200·00		
South Indian— Kandah to Gudur . . . . .	(e) 26·84		
Amnagar to Gudur . . . . .	(h) 19·00	87·43	
Amnagar to Gudur . . . . .	19·02		
(xi) Brahmaputra-Jamsherd— Bachman to Tulpur . . . . .	23·50		
Mymensingh-Jamsherd-Jamsherd— Mymensingh to Singhpur . . . . .	83·00	91·40	
Singpur to Bakaul . . . . .	16·00		
Mylor— Mylor to Cooner . . . . .	(d) 16·00		
(xii) Jodhpore-Mekran— Mekran section— Jodhpore to Bhakkar . . . . .	41·07	91·50	
Bhakkar to Bhakkar . . . . .	(d) 20·08		
(xiii) Mysore-Nagpur— Nagpur to Nagpur . . . . .	1·60		
(xiv) Tezpur-Ballpara (2' 6")— Tezpur to Ballpara . . . . .	(f) 20·10		
Howrah to Amta (2' 6")— Telukhata (Howrah) to Amta . . . . .	(g) 29·76	88·10	
Howrah to Jangalbalpur (branch) . . . . .	(h) 10·25		
Howrah to Bhokhalla (2' 6")— Kandah to Bhokhalla . . . . .	(i) 10·25		
Chanditola to Jangal (branch) . . . . .	(j) 20·20		
(xv) Rajpala (2' 6")— Rajpala to Umalia . . . . .	4·00		
(xvi) Cochin-Bombay (2' 6")— Slight bank of the Tansa river to the town of Cochin . . . . .	(d) 23·33	24·80	
Cochin to Alipore . . . . .	11·40		
(xvii) Gwalior-Bombay (2' 6")— Gwalior to Mandla . . . . .	(l) 43·77		

Standard gauge—	Miles.	Miles.
(i) State lines worked by com- panies . . . . .	129·16	129·16

Metre gauge—	
(ii) State lines worked by com- panies . . . . .	136·97
(iii) Lines owned and worked by native states . . . . .	72·50
	209·37

Special gauges—	
(iv) Assisted companies . . . . .	156·30
(v) Lines owned and worked by native states . . . . .	45·79
	202·09
<b>TOTAL . . . . .</b>	<b>540·62</b>

And 1,451·60 miles were opened to public traffic as follows:

	Miles.	Miles.
(vi) State lines worked by companies . . . . .	396·28	
(vii) State lines worked by the state . . . . .	483·98	
(viii) Guaranteed companies . . . . .	4·35	
(ix) Assisted companies . . . . .	58·25	924·86
(x) State lines worked by companies . . . . .	245·67	
(xi) Assisted companies . . . . .	91·40	
(xii) Lines owned and worked by native state . . . . .	62·50	
(xiii) Lines owned by native states and worked by companies . . . . .	0·50	400·07
(xiv) Assisted companies . . . . .	68·10	
(xv) Lines owned by native states and worked by companies . . . . .	5·00	
(xvi) Lines owned by native states and worked by State railway agency . . . . .	14·50	
(xvii) Lines owned and worked by native states . . . . .	38·77	126·87
<b>TOTAL . . . . .</b>	<b>(A) 1,451·60</b>	

- (a) Commencement of work not yet authorized.  
(b) Provisionally sanctioned.  
(c) The mileage given is exclusive of 0·84 miles of the existing light railway.  
(d) Construction of bridge.  
(e) Constructed to standard gauge and added to the mileage of the Bewada-Madras railway.  
(f) Constructed a railway from the 3rd May 1898.  
(g) Completed railways from the 1st October 1898.  
(h) In line the Hindustani-European conversion (19·23 miles), which is likely to be opened in April 1899.  
(i) Hindustani-European conversion, which is shown separately.  
(j) Completed a railway from the 2nd February 1898.  
(k) The Hindustani-European conversion (19·23 miles) on page 119 has also been reopened.



4. The total length of open line at the commencement of 1899-1900, i.e., on the 1st April 1899, will, therefore, be 22,650.96 miles, comprising:

	Miles.	Miles.
<b>Standard gauge—</b>		
(i) State lines worked by companies	4,190.02	
(ii) State lines worked by the State	4,864.77	
(iii) Guaranteed companies	2,592.47	
(iv) Assisted companies	642.51	
(v) Lines owned by native states and worked by companies	832.87	
(vi) Lines owned by native states and worked by State railway agency	123.88	
		18,186.50

<b>Narrow gauge—</b>		
(vii) State lines worked by companies	6,877.36	
(viii) State lines worked by the State	648.99	
(ix) Assisted companies	325.60	
(x) Lines owned by native states and worked by companies	188.80	
(xi) Lines owned and worked by native states	920.86	
(xii) Foreign lines	73.25	
		9,033.86

<b>Special gauges—</b>		
(xiii) State lines worked by the State	36.25	
(xiv) Assisted companies	171.97	
(xv) Lines owned by native states and worked by companies	102.83	
(xvi) Lines owned by native states and worked by State railway agency	36.93	
(xvii) Lines owned and worked by native states	133.18	
		481.10
<b>TOTAL</b>		<b>22,650.96</b>

	Miles.	
(i) East Indian	1,710.70	
Bengal Central (a)	332.01	
Bengal-Nagpur	1,378.61	
Indian Midland	798.48	
Bhopal-Itanagar (Native State section)	(b) 13.11	
Bhopal-Itanagar-Nagda	(c) 140.91	
Wardha-Cool	(d) 140.91	
Itanagar-Nagda	(e) 140.91	
Bombay-Itanagar (East Coast State)	(f) 2.00	
Madras-Kandur section (Bavada-Madras)	(g) 8.00	
(ii) North Western	3,308.02	
Hyderabad-Rajpuri	(h) 24.81	
Itanagar and Itanagar	331.00	
Eastern Bengal	178.98	
Calcutta Port Commission	8.00	
East Coast, including Bavada-Madras	(i) 704.27	
(iii) Great Indian Peninsula	1,300.01	
Bombay, Baroda and Central India	600.00	
Madras	900.01	
(iv) Delhi-Umballa-Kalka	(j) 143.25	
Tarkumar	(k) 27.25	
Southern Punjab (Delhi-Bombay)	(l) 422.00	
Taj-ul Valley	(m) 25.25	
(v) Khannan	(n) 7.00	
Amritsar	(o) 1.00	
Udhampur	(p) 27.25	
Udhampur-Jalandhar	(q) 113.00	
Bhopal-Itanagar (Native State section)	(r) 11.25	
The Nizam's Guaranteed State	(s) 23.25	
Nagpur-Jalandhar	(t) 33.25	
The Gokwar's Poth	(u) 13.25	
Kolar-Baldfield	(v) 10.00	
(vi) Rajputana	(w) 10.00	
Jammu and Kashmir (Native State section)	(x) 14.25	
(vii) Bengal and North-Western—		
Tripura section	24.00	
Company's section (i)	74.00	
Lucknow-Banarasi section (Bhojpur and Kurnool)	33.15	
Bhopal-Madras	(y) 1,078.00	
Bhopal-Madras	(z) 17.25	
Bhopal-Madras	(aa) 1,043.00	
Bhopal-Madras	(ab) 11.00	
Bhopal-Madras	(ac) 23.25	
Bhopal-Madras	(ad) 33.25	
Bhopal-Madras	(ae) 11.00	
Bhopal-Madras	(af) 23.25	
Bhopal-Madras	(ag) 33.25	
Bhopal-Madras	(ah) 11.00	
Bhopal-Madras	(ai) 23.25	
Bhopal-Madras	(aj) 33.25	
Bhopal-Madras	(ak) 11.00	
Bhopal-Madras	(al) 23.25	
Bhopal-Madras	(am) 33.25	
Bhopal-Madras	(an) 11.00	
Bhopal-Madras	(ao) 23.25	
Bhopal-Madras	(ap) 33.25	
Bhopal-Madras	(aq) 11.00	
Bhopal-Madras	(ar) 23.25	
Bhopal-Madras	(ar) 33.25	
Bhopal-Madras	(as) 11.00	
Bhopal-Madras	(at) 23.25	
Bhopal-Madras	(at) 33.25	
Bhopal-Madras	(au) 11.00	
Bhopal-Madras	(av) 23.25	
Bhopal-Madras	(av) 33.25	
Bhopal-Madras	(aw) 11.00	
Bhopal-Madras	(ax) 23.25	
Bhopal-Madras	(ax) 33.25	
Bhopal-Madras	(ay) 11.00	
Bhopal-Madras	(az) 23.25	
Bhopal-Madras	(az) 33.25	
Bhopal-Madras	(ba) 11.00	
Bhopal-Madras	(bb) 23.25	
Bhopal-Madras	(bb) 33.25	
Bhopal-Madras	(bc) 11.00	
Bhopal-Madras	(bd) 23.25	
Bhopal-Madras	(bd) 33.25	
Bhopal-Madras	(be) 11.00	
Bhopal-Madras	(bf) 23.25	
Bhopal-Madras	(bf) 33.25	
Bhopal-Madras	(bg) 11.00	
Bhopal-Madras	(bh) 23.25	
Bhopal-Madras	(bh) 33.25	
Bhopal-Madras	(bi) 11.00	
Bhopal-Madras	(bj) 23.25	
Bhopal-Madras	(bj) 33.25	
Bhopal-Madras	(bk) 11.00	
Bhopal-Madras	(bl) 23.25	
Bhopal-Madras	(bl) 33.25	
Bhopal-Madras	(bm) 11.00	
Bhopal-Madras	(bn) 23.25	
Bhopal-Madras	(bn) 33.25	
Bhopal-Madras	(bo) 11.00	
Bhopal-Madras	(bp) 23.25	
Bhopal-Madras	(bp) 33.25	
Bhopal-Madras	(bq) 11.00	
Bhopal-Madras	(br) 23.25	
Bhopal-Madras	(br) 33.25	
Bhopal-Madras	(bs) 11.00	
Bhopal-Madras	(bt) 23.25	
Bhopal-Madras	(bt) 33.25	
Bhopal-Madras	(bu) 11.00	
Bhopal-Madras	(bv) 23.25	
Bhopal-Madras	(bv) 33.25	
Bhopal-Madras	(bw) 11.00	
Bhopal-Madras	(bx) 23.25	
Bhopal-Madras	(bx) 33.25	
Bhopal-Madras	(by) 11.00	
Bhopal-Madras	(bz) 23.25	
Bhopal-Madras	(bz) 33.25	
Bhopal-Madras	(ca) 11.00	
Bhopal-Madras	(cb) 23.25	
Bhopal-Madras	(cb) 33.25	
Bhopal-Madras	(cc) 11.00	
Bhopal-Madras	(cd) 23.25	
Bhopal-Madras	(cd) 33.25	
Bhopal-Madras	(ce) 11.00	
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Bhopal-Madras	(cf) 33.25	
Bhopal-Madras	(cg) 11.00	
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Bhopal-Madras	(cj) 33.25	
Bhopal-Madras	(ck) 11.00	
Bhopal-Madras	(cl) 23.25	
Bhopal-Madras	(cl) 33.25	
Bhopal-Madras	(cm) 11.00	
Bhopal-Madras	(cn) 23.25	
Bhopal-Madras	(cn) 33.25	
Bhopal-Madras	(co) 11.00	
Bhopal-Madras	(cp) 23.25	
Bhopal-Madras	(cp) 33.25	
Bhopal-Madras	(cq) 11.00	
Bhopal-Madras	(cr) 23.25	
Bhopal-Madras	(cr) 33.25	
Bhopal-Madras	(cs) 11.00	
Bhopal-Madras	(ct) 23.25	
Bhopal-Madras	(ct) 33.25	
Bhopal-Madras	(cu) 11.00	
Bhopal-Madras	(cv) 23.25	
Bhopal-Madras	(cv) 33.25	
Bhopal-Madras	(cw) 11.00	
Bhopal-Madras	(cx) 23.25	
Bhopal-Madras	(cx) 33.25	
Bhopal-Madras	(cy) 11.00	
Bhopal-Madras	(cz) 23.25	
Bhopal-Madras	(cz) 33.25	
Bhopal-Madras	(da) 11.00	
Bhopal-Madras	(db) 23.25	
Bhopal-Madras	(db) 33.25	
Bhopal-Madras	(dc) 11.00	
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Bhopal-Madras	(iv) 33.25	
Bhopal-Madras	(iu) 11.00	
Bhopal-Madras	(iv) 23.25	
Bhopal-Madras	(iv) 33.25	
Bhopal-Madras	(iu) 11.00	
Bhopal-Madras	(iv) 23.25	
Bhopal-Madras	(iv) 33.25	
Bhopal-Madras	(iu) 11.00	
Bhopal-Madras	(iv) 23.25	
Bhopal-Madras	(iv) 33.25	
Bhopal-Madras	(iu) 11.00	
Bhopal-Madras	(iv) 23.25	
Bhopal-Madras	(iv) 33.25	
Bhopal-Madras	(iu) 11.00	
Bhopal-Madras	(iv) 23.25	
Bhopal-Madras	(iv) 33.25	



	Miles.	Miles.	Miles.
East Indian—			
Mughal Road to Gya		100.00	
Burkhabad to Parukhabad		(a) 24.00	
Jaran to Daitongai, including colliery branch		(a) 12.00	
(1) Agra-Velli chud—			430.00
Agra to Delhi		(a) 121.10	
Bengal-Nagpur—			
Kolaghat to Howrah		80.27	
Kharagpur to Midnapore		(a) 8.00	
North Western—			
Campbellpore Cantonment to Beal (New)			
Pind-Sultan		(3) 86.78	
Langar to Mar		140.00	
Toba Tek Singh to Khanewal		66.00	
Kotri to Hyderabad (Sind)		0.00	
(4) Outh and Rohilkhand—			130.00
Gharaghat to Moradabad		67.00	
East Coast—			
Gobindpur bridge at Rajamundry and approaches		5.00	
Great Indian Peninsula—			
Amalner to Jalgaon		84.00	
Challagani to Bhulla		(3) 20.00	
(5) Madras—			144.00
Calicut to Cannanore		(4) 68.00	
Southern Punjab (Delhi-Bombay)—			
Delhi-Bombay to Delhi		0.79	
South Bihar (Lucknow-Gaya)—			
Lucknow to Gaya		70.00	
(6) Hardwar-Dehra—			33.14
Hardwar to Dehra		33.01	
Tapi Valley—			
Vyara to Amalner		321.34	
(7) Bhus-Godan—			
Godan to Bhus		(4) 76.23	
(8) Ludhiana-Dhuri-Jahhal—			(a) 90.00
Ludhiana and Dhuri to Jahhal			

Bengal and North-Western—			
Tirhoot section—			
Hajipur to Begumbari		60.00	
Gorah to Kishor		110.75	
Company's section—			
Gorah to Kishor		33.00	
South Indian—			
Nagapattinam to Nagore		(a) 4.07	
(9) Assam-Bengal—			67.00
Bahadur to Lomding		113.14	
Lanka to Jukwar		171.85	
Lanka to Makum		62.30	
Burma—			
Godan to the right bank of the Salween		(5) 200.00	
Maktila to Mityen		67.79	
Sagging to Abo with a river siding to		74.00	
(10) Eastern Bengal—			76.13
Toba bridge at Kanata and approaches		4.00	
Hyderabad (Sind)-Jodhpore frontier—			
Hyderabad to Jodhpore frontier		(4) 71.30	
Bengal-Nagpur—			
Mathabar to Hantapur		40.00	
Devi Dim to Bagrakote		8.70	
Devi Dim to Lalmandir Hat		60.00	
(11) Brahmaputra-Sittoung—			176.77
Devi to Kishor		30.20	
Mymensingh-Jamshilpur-Jagannathganj—			
Singhaji to Jagannathganj		30.01	
(12) Bihar-Bhimga—			407.79
Bihar to Bhimga		27.00	
Hyderabad-Uddavari Valley—			
Secunderabad to Mamad		300.00	
Jodhpore-Bikaner—			
Jodhpore section—			
Bakota to the Jodhpore frontier		144.01	
Bikaner section—			
Khar to Lucknow		8.00	
Lankapur to Kishor		(a) 83.00	
Gopar to Palana		0.00	
(13) Odeypore-Chitor—			330.10
Debari to Odeypore		8.44	
Jaypore-Nawal-Malhotra—			
Banganer to Nawal-Malhotra		73.75	

(14) Rajpur-Dumtari branch (Bengal-Nagpur) (2' 0")—			
Rajpur to Dumtari		40.00	
Adampur to Rajpur		11.07	
(15) Eastern Bengal—			30.00
Cooch Behar-Santabari extension (British section) (2' 0")—			
Allpore to Jalga		30.00	
(16) Bara Light (2' 0")—			121.00
Bara Light to Pandharper		(a) 30.00	
Kalka-Mulla (2' 0")—			
Kalka to Mulla		(a) 60.00	
(17) Kalka (2' 0")—			45.00
Umla to Mandi		10.00	
Kalka (2' 0")—			
Kalka to Bala		(a) 21.00	
(18) Gwalior-Bhopal (2' 0")—			60.00
Bhopal to Gwalior		30.00	
Gwalior-Chambharn—			
Gwalior to Bind		(a) 40.00	

(a) Commencement of work not yet authorized.

(b) Correction of mileage.

(c) Provisionally mentioned.

(d) Including 51.00 miles of the Hyderabad-Bhandipalli standard gauge railway to be converted to the metre gauge.

(e) Including 5.04 miles of existing light railway.

\* Made up as follows:—

	Miles.
Completed and in hand at the beginning of 1898-99	20,000.74
Sanctioned during 1898-99	94.00
	20,094.74
Deduct—	
Decrease due to realignment of the Assam-Bengal Railway	0.30
Net decrease due to minor correction of mileage	4.00
	4.30
Add—	
Gorah bridge and approaches at Bahramghat, previously omitted	3.27
Increase due to new alignment of the Mar-Attock Railway	2.70
Increase due to new alignment of the Calcutta-Cannanore Railway	2.00
Increase due to new alignment of the Mandlay-Moulon Railway	13.20
	18.17
	20,081.11

5. And the mileage under construction or sanctioned for construction on the 31st March 1899 will be 3,430.15 miles, made up, as follows:

## Standard gauge—

(i) State lines worked by companies . . . . . 1,430.20

(ii) State lines worked by the State . . . . . 239.60

(iii) Guaranteed companies . . . . . 135.05

(iv) Assisted companies . . . . . 238.14

(v) Lines owned by native states and worked by companies . . . . . 74.12

(vi) Lines owned by native states and worked by State railway agency . . . . . 80.32

1,201.52

## Metre gauge—

(vii) State lines worked by companies . . . . . 927.93

(viii) State lines worked by the State . . . . . 76.13

(ix) Assisted companies . . . . . 178.77

(x) Lines owned by native states and worked by companies . . . . . 427.79

(xi) Lines owned and worked by native states . . . . . 295.41

1,906.03

## Special gauges—

(xii) State lines worked by companies . . . . . 66.67

(xiii) State lines worked by the State . . . . . 20.04

(xiv) Assisted companies . . . . . 121.40

(xv) Lines owned by native states and worked by companies . . . . . 43.50

(xvi) Lines owned and worked by native states . . . . . 80.83

392.58

TOTAL . . . . . 3,430.15

Making a grand total of railways completed and in hand at the commencement of 1899-1900 of miles 26,081.11\*

And showing, after allowing for corrections of mileage, an advance on the previous year, of miles . . . . . 586.08



6. It is expected that the following lengths of unfinished line will be opened for public traffic in 1899-1900 :

	Miles.	Miles.
<b>Standard gauge—</b>		
(i) State lines worked by companies . . . . .	169.63	
(ii) State lines worked by the State . . . . .	142.75	
(iii) Guaranteed companies . . . . .	86.00	
(iv) Assisted companies . . . . .	283.14	
(v) Lines owned by native states and worked by companies . . . . .	74.12	
		655.64
<b>Metro gauge—</b>		
(vi) State lines worked by companies . . . . .	171.67	
(vii) Assisted companies . . . . .	67.01	
(viii) Lines owned by native states and worked by companies . . . . .	347.98	
(ix) Lines owned and worked by native states . . . . .	147.27	
		724.53
<b>Special gauge—</b>		
(x) State lines worked by companies . . . . .	56.67	
(xi) State lines worked by the State . . . . .	20.08	
(xii) Assisted companies . . . . .	20.20	
(xiii) Lines owned by native states and worked by companies . . . . .	12.80	
(xiv) Lines owned and worked by native states . . . . .	80.83	
		190.58
<b>TOTAL</b> . . . . .		1,570.75

Leaving the undermentioned lines for completion in 1900-1901 or later :

	Miles.	Miles.
<b>Standard gauge—</b>		
(xv) State lines worked by companies . . . . .	269.66	
(xvi) State lines worked by the State . . . . .	96.83	
(xvii) Guaranteed companies . . . . .	92.03	
(xviii) Lines owned by native states and worked by State railway agency . . . . .	80.32	
		545.88
<b>Metro gauge—</b>		
(xix) State lines worked by companies . . . . .	756.26	
(xx) State lines worked by the State . . . . .	76.13	
(xxi) Assisted companies . . . . .	121.76	
(xxii) Lines owned by native states and worked by companies . . . . .	79.81	
(xxiii) Lines owned and worked by native states . . . . .	147.56	
		1,181.52
<b>Special gauge—</b>		
(xxiv) Assisted companies . . . . .	101.00	
(xxv) Lines owned by native states and worked by companies . . . . .	31.00	
		132.00
<b>TOTAL</b> . . . . .		1,859.40

	Miles.	Miles.	Miles.
<b>East Indian—</b>			
(a) Morhal Baral to Dya . . . . .	150.25		
(b) Bengal-Nagpur—			
Kolkata to Howrah . . . . .	25.37		
Howrah to Midnapore . . . . .	(a) 2.00	63.27	149.63
(c) North Western—			
Cantonment to			
Basal (New Find Bazar) . . . . .	39.75		
Langur to Mari . . . . .	62.00		143.75
Tuba Tak Singh to Khanawal . . . . .			
(d) Great Indian Peninsula—			
Chalisgaon to Bhulka . . . . .			20.00
(e) Southern Punjab (D. D. S. S. S.)—			
Dahli Brewery to Delhi . . . . .	0.75		
South Bihar (Larkhewar-Gya)—			
Larkhewar to Gya . . . . .	70.10		
(f) Hardwar-Delhi—			
Hardwar to Delhi . . . . .	35.01		203.14
(g) Tapti Valley—			
Varna to Amalner . . . . .	121.24		
(h) Abu-Ghona—			
Goon to Dava . . . . .			74.12
<b>Bengal and North-Western—</b>			
<b>Tripura section—</b>			
Hajipur to Begunsera . . . . .	44.12	60.00	
Gazipur to Mahabkhal . . . . .	44.78		
(i) North Indian—			
Nagarpur to Nagore . . . . .	(a) 4.75		171.67
(j) Assam-Bengal—			
Lundig to Makum . . . . .	10.00		
(k) Burma—			
Bhamo to Khamti . . . . .	20.00		
(l) Mysore-Bombay—			
Mysore to Bangalore . . . . .	30.00		37.01
(m) Hyderabad-Godavari Valley—			
Mandvi to Buntar . . . . .	130.05	210.00	212.00
Buntar to Lumbani . . . . .	130.00		
(n) Odisha-Chhota—			
Burla to Jharkhand . . . . .	9.44		
(o) Jodhpore-Bikaner—			
Jodhpore to Bikaner . . . . .	30.75	63.61	147.97
(p) Bikaner section—			
Bikaner to Larkhewar . . . . .	0.00		
(q) Jodhpore-Bikaner—			
Jodhpore to Bikaner . . . . .	73.75		
<b>Balpur-Bhamti branch (Bengal—</b>			
<b>Nagpur railway) (2' 6")—</b>			
(r) Balpur to Bhamti . . . . .	44.00		64.47
(s) Extension (British section) (2' 6")—			
Allpur to Jharkhand . . . . .			30.00
(t) Harnahal-Bhikampur (2' 6")—			30.00
(u) Harnahal (2' 6")—			13.80
(v) Gwalior-Bhopal (2' 6")—			
Gwalior to Bhopal . . . . .	28.06		50.63
(w) Gwalior-Bhopal (2' 6")—			
Gwalior to Bhopal . . . . .	46.78		
<b>East Indian—</b>			
(x) Bikaner to Farnkhabad . . . . .	(a) 60.00		
(y) Bikaner to Farnkhabad, including			
colliery branch . . . . .	(b) 62.10	249.60	
(z) Agri-Delhi chord . . . . .			
Agri to Delhi . . . . .	(3) 121.16		
<b>North Western—</b>			
(aa) Kotri to Hyderabad . . . . .	6.30		
(ab) Qudb and Kuthkhand . . . . .	97.00		98.50
(ac) East Coast—			
Godavari bridge at Rajahmundry			
and approaches . . . . .	2.00		
(ad) Great Indian Peninsula—			
Amalner to Jalgaon . . . . .	31.05		50.00
(ae) Madras—			
Calicut to Cannanore . . . . .	46.00		
(af) Ladakhia-Bhuri-Jahhal—			
Ladakhia to Jahhal . . . . .	(4) 50.31		
<b>Bengal and North-Western—</b>			
<b>Tripura section—</b>			
Mohakhali to Kuthi . . . . .	73.00		
(ag) Company's section—			
Asanigari to Shahganj . . . . .	35.00		
(ah) Assam-Bengal—			
Nagarpur to Lundig . . . . .	113.74	310.00	762.26
(ai) Burma—			
Nagarpur to the right bank			
of the Salween River . . . . .	200.00		
Mektila to Myingon . . . . .	57.70	233.20	
Bogaling to Alon with a river			
aiding to Myingon . . . . .	74.00		
(aj) Hyderabad (Sind)-Jodhpore frontier—			
Hyderabad to Jodhpore frontier . . . . .	71.25		78.13
(ak) Eastern Bengal—			
Teoga bridge at Kaunia and approaches . . . . .	4.47		
(al) Bengal Division—			
Malabar to Kanti . . . . .	40.00		
Dum Dum to Bagmati . . . . .	6.75	121.75	
Dum Dum to Larkhewar . . . . .	60.00		
(am) Hyderabad-Godavari Valley—			
Hyderabad to Larkhewar . . . . .			70.01
(an) Jodhpore-Bikaner—			
Jodhpore section . . . . .			
Bikaner to Jodhpore frontier . . . . .	75.00		147.56
(ao) Bikaner section—			
Larkhewar to Bikaner . . . . .	(a) 63.01		
Gwalior to Palana . . . . .	0.00		
<b>East Indian—</b>			
(av) Darsi Light (2' 6")—			
Darsi Road to Pandharpur . . . . .	(b) 31.00		101.00
(aw) Kuthi to Darsi (2' 6")—			
Kuthi to Darsi . . . . .	(c) 20.00		
(ax) Darsi to Darsi (2' 6")—			
Darsi to Darsi . . . . .			(d) 31.00

(a) Provisionally sanctioned.  
(b) Commencement of work not yet authorized.



## APPENDIX.

TABLE 1.—Miscellaneous.

	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised Estimate.	1899-1900. Budget.
Revised Revenue compared with the revised expenditure, viz.—										
Capital Expenditure on Public Works not charged against Revenue—										
Borrowings . . . . .	3,088,173	4,071,535	855,412	1,565,998	895,110	1,523,958	1,765,023	2,539,212	4,453,480	5,032,600
Debits . . . . .	—	—	—	—	—	—	—	—	—	—
Capital Expenditure on Public Works not charged against Revenue* . . . . .	3,365,632	3,965,960	3,085,380	3,811,620	4,448,221	4,037,194	4,084,123	4,578,631	3,577,300	4,315,000
Capital change involved in Redemption of Loans† . . . . .	4,632,557	—	—	—	—	—	—	—	—	—
Net Public Debt Incurred . . . . .	4,902,714	3,965,960	—	4,083,311	4,821,500	4,035,413	4,077,335	4,577,793	3,577,300	—
Net Public Debt Incurred, including Capital transactions with Guaranteed Railways and other Companies . . . . .	3,992,498	1,891,201	343,875	3,201,843	4,178,950	3,774,349	3,102,377	4,079,043	1,897,700	—
Value of commodities exported, including Gold and Silver . . . . .	200,137,000	168,173,000	104,598,000	165,505,000	105,971,000	114,135,000	101,084,000	97,632,000	—	—
Ditto . . . . .	71,075,000	69,431,000	64,595,000	77,091,000	73,110,000	72,317,000	70,104,000	71,080,000	—	—
Value of Exports from India, including Gold and Silver . . . . .	28,251,000	39,741,000	46,359,000	59,489,000	38,352,000	41,390,000	37,380,000	23,072,000	—	—
Net Imports of Gold . . . . .	5,505,000	2,414,000	—	5,414,000	—	2,505,000	2,791,000	4,090,000	—	—
Ditto . . . . .	14,175,000	9,012,000	13,860,000	22,750,000	6,320,000	6,572,000	5,895,000	3,073,000	—	—
Total Net Imports of Gold and Silver . . . . .	19,680,000	11,426,000	13,860,000	18,164,000	6,320,000	9,077,000	8,686,000	7,163,000	—	—
Exports of Exports from India, including Gold and Silver . . . . .	9,414,000	27,205,000	30,772,000	25,187,000	26,210,000	31,190,000	28,111,000	19,352,000	—	—
Grand Total value of Imports and Exports of all kinds . . . . .	106,660,000	194,613,000	198,569,000	206,085,000	202,180,000	204,992,000	198,110,000	186,772,000	26,500,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,300	35,03,25,115	30,47,28,127	25,77,26,031	30,08,05,708	35,05,51,273	45,75,70,106	14,56,11,010	25,000,000	25,000,000
Receipts from State's Debt Sold (Rupees) . . . . .	21,48,59,3									







## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE II.—Statement showing the true financial results to the Revenues of India of the guarantee of interest upon the Capital of Guaranteed Railway Companies.

	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Open mileage at end of official year . . . . .	2,587	2,587	2,587	2,588	2,588	2,592	2,628
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross traffic receipts . . . . .	6,461,042	6,124,166	6,255,131	5,685,180	5,414,596	6,355,000	6,465,000
Working expenses . . . . .	3,077,230	3,073,855	2,979,893	3,051,016	3,213,204	3,360,000	3,272,500
Percentage of working expenses on receipts . . . . .	47.63	50.19	47.64	53.67	59.34	52.87	50.62
Net traffic receipts . . . . .	3,383,812	3,050,311	3,275,238	2,634,164	2,201,392	2,995,000	3,192,500
Net gain by the remittance to England of Capital receipts and disbursements in India at the contract rates of exchange instead of at the average yearly rates obtained for the Secretary of State's bills . . . . .	...	...	...	...	...	...	...
Total Revenue . . . . .	3,383,812	3,050,311	3,275,238	2,634,164	2,201,392	2,995,000	3,192,500
Gross guaranteed interest paid in India . . . . .	2,495	6,352	2,822	8,225	8,899	10,900	8,200
Ditto in London £ . . . . .	2,154,720	2,154,714	2,161,563	2,160,967	2,154,784	2,162,500	2,185,300
Total guaranteed interest (sterling payments converted at the average exchange of the year) . . . . .	3,557,493	3,953,754	3,806,675	3,597,234	3,377,084	3,254,600	3,338,200
Surplus paid to Railway Companies . . . . .	571,255	600,695	501,507	447,302	110,302	374,200	467,000
Land and Supervision . . . . .	34,003	31,541	28,808	28,083	15,911	41,700	96,500
Net loss on receipts and disbursements of Capital in India calculated in the same way as the gain . . . . .	133,548	74,262	87,265	83,148	110,462	118,500	91,000
Total Expenditure . . . . .	4,296,299	4,660,252	4,424,255	4,155,765	3,613,759	3,789,000	3,992,700
Net Expenditure from the Public Treasury . . . . .	912,487	1,609,941	1,149,017	1,521,501	1,412,367	794,000	800,200
Net Revenue . . . . .	...	...	...	...	...	...	...



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE III.—Actual Capital expenditure on State Railways in 1897-98, and estimated expenditure on such works in 1898-99 and 1899-1900, and to end of 1899-1900.

RAILWAYS.	To end of 1896-97.	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.	To end of 1899-1900.	Sanctioned outlay.	Balance remaining unspent.
<b>OPEN LINES.</b>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	17,181,971	1,389,419	1,450,000	1,500,000	21,421,390	21,421,390	...
Rajputana-Malwa System . . . . .	15,043,146	—95,510	1,600	90,000	15,039,236	15,039,236	...
Palanpur-Decsa . . . . .	23,325	2	...	...	23,327	23,327	...
Bhopal . . . . .	234,589	2,124	5,400	10,000	252,113	252,113	...
Wardha Coal . . . . .	499,633	...	...	...	499,633	499,633	...
Warora Colliery . . . . .	193,266	—7,603	—6,300	—2,100	177,263	177,263	...
Umaria Colliery . . . . .	116,593	2,533	—7,100	—100,000	12,026	12,026	...
Burma . . . . .	7,867,504	—175,714	...	...	7,691,790	7,691,790	...
Jorhat . . . . .	89,563	702	4,500	1,400	96,165	96,165	...
Cherra-Companyganj . . . . .	77,377	—465	...	...	76,912	76,912	...
Eastern Bengal . . . . .	9,265,019	399,423	150,500	327,500	10,142,442	10,142,442	...
Tirhoot . . . . .	2,586,709	25,558	157,000	40,000	2,809,267	2,809,267	...
Oudh and Rohilkhand . . . . .	11,829,379	55,115	95,700	92,900	12,073,094	12,073,094	...
Lucknow-Bareilly . . . . .	512,114	...	...	...	512,114	512,114	...
North Western . . . . .	40,213,713	—65,896	228,300	224,700	40,660,817	40,660,817	...
Guntakal-Mysore frontier . . . . .	590,130	132	—400	...	589,862	589,862	...
South Indian . . . . .	7,357,054	—30,126	—200,000	50,000	7,176,928	7,176,928	...
Dhond and Manmad . . . . .	1,138,955	1,776	5,500	16,000	1,162,231	1,162,231	...
Mayavaram-Mutpet . . . . .	246,944	2,761	—300	2,200	251,605	251,605	...
Hyderabad-Shadipalli . . . . .	182,986	794	...	...	183,780	183,780	...
Petroleum Operations . . . . .	11,919	...	...	...	11,919	11,919	...
Frontier Railway Reserve Mate- rial . . . . .	439,034	81	—2,800	...	436,315	436,315	...
Peshawar Railway Reserve Mate- rial . . . . .	36,776	...	...	...	36,776	36,776	...
Bezwada-Madras (Ennore Sec- tion) . . . . .	58,205	1,554	300	...	59,959	59,959	...
East Coast(a) . . . . .	5,773,612	59,901	60,000	40,000	5,933,513	5,933,513	...
<b>TOTAL</b> . . . . .	121,569,516	1,466,561	1,941,800	2,352,600	127,330,477	127,330,477	...
<b>LINES UNDER CONSTRUCTION.</b>							
Cooch Behar Santrabari . . . . .	300	7,722	30,300	12,500	50,822	50,900	78
Brahmaputra-Sultanpur—(Roll- ing Stock) . . . . .	...	...	36,600	8,800	45,400	45,400	...
Mymensingh-Jamalpur—(Rolling Stock) . . . . .	...	...	40,700	9,400	50,100	50,100	...
Assam-Bengal (Construction) . . . . .	2,150,848	662,678	1,134,400	762,000	4,709,926	10,358,800	5,648,874
Ditto Chittagong Jetties . . . . .	...	...	46,000	18,000	64,000	64,000	...
Ditto (Land) . . . . .	310,067	21,585	22,000	20,000	373,652	505,000	131,348
Rae Bareli-Benares . . . . .	318,771	443,711	54,400	...	816,882	843,400	26,518
Hurdwar-Dehra—Rolling Stock . . . . .	...	...	7,800	27,200	35,000	35,000	...
Indus Bridge . . . . .	98,813	70,676	108,400	35,000	312,889	313,000	111
Mari-Attock . . . . .	1,131,942	245,435	142,500	25,000	1,544,877	1,611,500	66,623
Nowshera-Dargai . . . . .	...	...	...	120,000	120,000	120,000	...
Bhatinda-Ferozepore (Conversion) . . . . .	...	108,241	64,700	...	172,941	178,800	5,859
Bezwada-Madras . . . . .	949,895	696,916	669,200	30,000	2,346,011	2,346,400	389
Shadipalli-Jodhpore Frontier . . . . .	1,877	799	100,300	99,000	201,976	378,900	176,924
Hajipur-Begum Serai-Katihar ex- tension . . . . .	157,568	446,868	250,000	200,000	1,034,436	1,223,100	168,664
Lyalpur-Khanewal . . . . .	6,039	124,722	90,200	75,000	295,961	296,000	39
Southern Punjab—Rolling Stock . . . . .	...	202,467	202,800	2,700	407,967	411,200	3,233
Rajbari-Fariedpur . . . . .	2,313	54,556	26,100	...	82,969	136,000	53,031
Godavari Bridge . . . . .	17,286	136,492	166,400	200,000	520,178	597,000	76,822
Rungpur-Dhubri Extension and Teesta Bridge . . . . .	...	10,847	46,100	211,500	268,447	620,700	352,253
Jullunder-Hoshiarpore . . . . .	1,689	—138	—100	...	1,451	1,500	49
Ludhiana-Ferozepore . . . . .	2,254	577	...	...	2,831	2,900	69
Agra-Delhi Chord . . . . .	3,164	3,029	...	...	6,193	907,600	901,407
Ghaziabad-Moradabad . . . . .	...	...	238,000	339,200	577,200	823,000	245,800
Madura-Paumben . . . . .	...	...	...	100,000	100,000	459,000	359,000
Tinnevely-Quilon . . . . .	...	...	...	70,000	70,000	250,000	180,000
<b>TOTAL</b> . . . . .	5,152,826	3,237,183	3,476,800	2,365,300	14,232,109	22,629,200	8,397,091
<b>Carried forward</b> . . . . .	126,722,342	4,703,744	5,418,600	4,717,900	141,562,586	149,959,677	8,397,091

(a) Includes Debrunda Extension Railway.



## APPENDIX.

TABLE III.—Actual Capital expenditure on State Railways in 1897-98, and estimated expenditure on such works in 1898-99 and 1899-1900, and to end of 1899-1900—concluded.

RAILWAYS.	To end of 1896-97.	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.	To end of 1899-1900.	Sanctioned outlay.	Balance remaining unspent.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	126,722,342	4,703,744	5,418,600	4,717,900	141,562,586	149,959,677	8,397,091
<b>Lines in ABEYANCE OR TRANSFERRED TO COMPANIES, ETC.</b>							
Banaghat-Bhagwangola	30,244	...	...	...	30,244	30,244	...
Southern Mahratta (Depreciation on stores, etc.)	52,707	...	...	...	52,707	52,707	...
Bellary-Kistna	1,657,841	...	...	...	1,657,841	1,657,841	...
Bilaspur-Etawah	7,514	...	...	...	7,514	7,514	...
Vizagapatam-Raipur	24,504	...	...	...	24,504	24,504	...
Nagpur-Chhattisgarh Depreciation Account	65,703	...	...	...	65,703	65,703	...
TOTAL	1,838,513	...	...	...	1,838,513	1,838,513	...
Stores	125,598	—87,263	—13,000	—73,900	—48,565	—48,565	...
Add—Reserve	...	...	—250,000	64,600	—185,400	—185,400	...
	128,686,453	4,616,481	5,155,600	4,708,600	143,167,134	151,564,225	8,397,091
Deduct—Amount provided for Capital outlay on East Indian Railway by the issue of Sterling Debentures	1,707,399	980,684	1,573,800	750,000	5,011,883	5,011,883	...
TOTAL	126,979,054	3,635,797	3,581,800	3,958,600	138,155,251	146,552,342	8,397,091
<b>Distributed as under—</b>							
<b>CAPITAL EXPENDITURE ON PUBLIC WORKS (not charged against Revenue)—</b>							
State Railways—Construction	78,009,839	3,632,003	2,882,200	3,465,000	87,989,044		
Redemption of Liabilities	33,553,451	...	...	...	33,553,451		
<b>FAMINE RELIEF AND INSURANCE—</b>							
Protective Railways	6,550,931	...	695,100	490,000	7,736,331		
<b>CONSTRUCTION OF RAILWAYS (charged against Revenue in addition to that under Famine Insurance)</b>							
	6,506,039	3,792	4,200	3,600	6,517,631		
<b>PRELIMINARY EXPENDITURE charged against Revenue and Exchange prior to 1884-85</b>							
	2,358,794	...	...	...	2,358,794		
TOTAL AS ABOVE	126,979,054	3,635,797	3,581,800	3,958,600	138,155,251	146,552,342	8,397,091

\* Represents depreciation on works and stores allowed by Government as transfer to the Company.



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE IV.—Capital Expenditure on Irrigation—Major Works, in 1897-98, and estimated expenditure on such works in 1898-99 and 1899-1900, and to the end of 1899-1900.

	Actual outlay to end of 1896-97.	Accounts, 1897-98.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.	Total Actual and estimated outlay to end of 1899-1900.	Sanctioned estimate.	Balance of sanctioned estimate remaining to be spent.
<b>IRRIGATION WORKS.</b>							
<b>CAPITAL EXPENDITURE NOT CHARGED AGAINST REVENUE.</b>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
<i>Bengal.</i>							
Orissa Canals . . . . .	2,565,608	6,359	6,800	6,700	2,585,467	...	...
Midnapore Canal . . . . .	827,572	504	...	...	828,076	...	...
Hijili Tidal Canal . . . . .	255,142	30	...	...	255,172	...	...
Sone Canals . . . . .	2,598,096	—10,652	—3,300	2,800	2,586,944	...	...
<i>North-Western Provinces and Oudh.</i>							
Ganges Canal . . . . .	2,810,630	8,513	7,900	7,500	2,834,543	...	...
Lower Ganges Canal . . . . .	3,239,472	13,176	43,200	31,800	3,327,648	...	...
Ditto Fatehpur Branch . . . . .	130,386	91,637	63,600	42,600	328,223	342,000	13,777
Agra Canal . . . . .	885,440	—308	2,100	3,700	890,932	...	...
Eastern Jumna Canal . . . . .	359,176	3,391	2,000	4,400	368,967	...	...
<i>Punjab.</i>							
Western Jumna Canal (including Sirsa Branch) . . . . .	1,501,945	42,697	48,600	45,000	1,638,242	...	...
Bari Doab Canal . . . . .	1,733,949	10,302	10,400	32,500	1,787,151	...	...
Sirhind Canal (State outlay) . . . . .	2,293,756	4,092	16,100	15,000	2,328,948	...	...
Chenab Canal . . . . .	1,995,172	220,383	151,500	80,000	2,447,055	...	...
Jhelum Canal . . . . .	10,566	9,220	36,200	210,000	265,986	1,202,400	936,414
<i>Madras.</i>							
Godavari Delta System . . . . .	1,099,698	7,882	10,800	6,000	1,124,380	...	...
Kistna Delta System . . . . .	1,196,171	38,898	18,300	22,500	1,275,869	...	...
Sangam Anicut System . . . . .	313,254	1,840	2,100	4,900	322,094	...	...
Periyar Project . . . . .	813,002	16,283	14,200	7,400	850,885	...	...
<i>Bombay.</i>							
Desert Canal . . . . .	123,171	518	1,400	6,200	131,289	...	...
Begari " . . . . .	163,422	1,439	...	1,300	166,161	...	...
Eastern Nara Works . . . . .	601,930	4,568	6,200	6,200	618,898	...	...
Jamrao Canal . . . . .	245,098	131,128	142,200	133,900	652,326	696,700	44,374
Mutha Canals . . . . .	636,389	205	3,200	1,700	641,494	...	...
Other projects . . . . .	3,351,991	103,041	125,600	194,500	3,775,132	...	...
Deduct—Outlay incurred from Ordinary Revenues and exchange prior to 1884-85 . . . . .	29,751,036	705,146	709,100	866,600	32,031,882	...	...
TOTAL . . . . .	6,029,718	12,715	16,900	16,600	6,075,933	...	...
TOTAL . . . . .	23,721,318	692,431	692,200	850,000	25,955,949	...	...
<b>FAMINE RELIEF AND INSURANCE.</b>							
<b>PROTECTIVE IRRIGATION WORKS.</b>							
<i>North-Western Provinces and Oudh.</i>							
Betwa Canal . . . . .	406,415	1,940	400	6,800	415,555	...	...
<i>Punjab.</i>							
Swat River Canal . . . . .	383,264	2,133	3,100	10,000	398,496	...	...
<i>Madras.</i>							
Rushikulya Project . . . . .	411,122	14,401	6,800	3,100	435,423	436,800	1,377
<i>Bombay.</i>							
Nira Canal . . . . .	534,096	423	800	400	535,719	573,500	37,781
Other projects . . . . .	411,207	18,621	2,400	9,700	441,928	...	...
Deduct—Outlay incurred from Ordinary Revenues . . . . .	2,146,104	37,517	13,500	30,000	2,227,121	...	...
TOTAL . . . . .	285,433	...	...	...	285,433	...	...
TOTAL . . . . .	1,860,671	37,517	13,500	30,000	1,941,688	...	...
GRAND TOTAL . . . . .	25,581,989	729,948	705,700	880,000	27,897,637	...	...



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE V.—Gross traffic receipts, working expenses, and net traffic receipts of Guaranteed and State Railways for five years ending 1897-98, with Revised Estimates for 1898-99 and Budget Estimates for 1899-1900.

	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	M.	M.	M.	M.	M.	M.	M.
<b>GUARANTEED RAILWAYS.</b>							
Open mileage at beginning of year . . . . .	2,587	2,587	2,587	2,587	2,588	2,588	2,592
<i>Gross Traffic Receipts.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Madras . . . . .	1,049,883	1,054,139	1,117,841	1,099,808	1,139,730	1,025,000	1,090,000
Bombay, Baroda and Central India . . . . .	1,518,105	1,630,223	1,785,916	1,521,541	1,401,789	1,640,000	1,650,000
Great Indian Peninsula . . . . .	3,893,054	3,439,802	3,351,374	3,063,831	2,873,077	3,690,000	3,720,000
Ditto Extensions . . . . .	...	...	...	...	...	...	5,000
<b>TOTAL</b> . . . . .	6,461,042	6,124,166	6,255,131	5,685,180	5,414,596	6,355,000	6,465,000
<i>Working Expenses.</i>							
Madras . . . . .	519,380	540,037	530,520	530,740	550,583	530,000	530,000
Bombay, Baroda and Central India . . . . .	539,789	596,400	653,623	716,246	788,933	730,000	740,000
Great Indian Peninsula . . . . .	2,018,061	1,937,418	1,793,742	1,784,030	1,873,688	2,100,000	2,000,000
Ditto Extensions . . . . .	...	...	...	...	...	...	2,500
<b>TOTAL</b> . . . . .	3,077,230	3,073,855	2,979,893	3,051,016	3,213,204	3,360,000	3,272,500
<i>Net Traffic Receipts.</i>							
Madras . . . . .	530,503	514,102	587,321	549,068	589,147	495,000	560,000
Bombay, Baroda and Central India . . . . .	978,316	1,033,825	1,132,291	805,295	612,856	910,000	910,000
Great Indian Peninsula . . . . .	1,874,993	1,502,384	1,555,626	1,279,801	999,389	1,590,000	1,720,000
Ditto Extensions . . . . .	...	...	...	...	...	...	2,500
<b>TOTAL</b> . . . . .	3,383,812	3,050,311	3,275,238	2,634,164	2,201,392	2,995,000	3,192,500



## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
<b>STATE RAILWAYS.</b>							
(a) Open mileage at beginning of year	M. 13,461	M. 13,086	M. 14,146	M. 14,721	M. 15,378	M. 15,583	M. 16,696
<i>Gross Traffic Receipts.</i>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian . . . . .	5,122,906	5,248,525	5,493,794	5,430,916	5,884,481	6,050,300	6,000,300
Rajputana-Malwa System . . . . .	2,315,015	2,513,124	2,350,825	2,010,983	1,974,470	2,360,000	2,330,000
Bhopal . . . . .	16,916	16,163	14,266	16,369	15,221	19,000	20,000
Palanpur-Deesa . . . . .	1,458	3,861	3,754	5,186	3,969	4,000	4,500
Warora Colliery . . . . .	56,147	51,955	54,597	52,065	55,226	60,000	60,000
Wardha Coal . . . . .	21,086	22,024	19,355	20,608	19,886	20,600	20,000
Bengal-Nagpur . . . . .	680,890	679,214	657,924	612,899	615,311	720,000	820,000
Umaria Colliery . . . . .	37,214	42,023	39,620	39,133	38,506	48,300	...
Burma . . . . .	619,009	595,544	655,301	739,281	869,276	865,000	900,000
Mu Valley . . . . .	28,076	32,291	40,853	64,981			
Assam-Bengal . . . . .	...	...	42,536	66,445	106,551	135,000	160,000
Jorhat . . . . .	7,093	7,357	8,076	9,180	10,723	9,600	9,600
Cherra-Companyganj . . . . .	2,298	2,488	2,565	2,698	571	700	3,500
Eastern Bengal . . . . .	1,249,481	1,438,629	1,431,568	1,500,587	1,530,213	1,410,000	1,550,000
Bengal and North-Western and Tirhoot . . . . .	524,159	567,284	567,201	565,006	625,039	670,000	740,000
Bengal Central . . . . .	78,110	84,226	93,603	93,515	118,370	101,000	110,000
Cudh and Rohilkhand . . . . .	898,053	1,105,338	974,518	818,621	882,106	1,005,000	1,020,000
Indian Midland . . . . .	432,366	527,667	454,476	485,746	568,634	575,000	600,000
Lucknow-Bareilly . . . . .	76,662	98,727	81,357	79,335	89,902	105,000	105,000
North Western . . . . .	3,031,471	3,254,187	3,485,691	2,887,907	3,482,821	3,660,000	3,650,000
South Indian . . . . .	781,522	831,320	903,488	899,281	894,402	830,000	860,000
Mysore . . . . .	159,574	146,404	160,769	158,407	189,931	125,000	150,000
Bezwada Extension . . . . .	9,292	18,648	231,152	265,982	306,218	310,000	420,000
East Coast including Bezwada- Madras . . . . .	75,055	158,933					
Bezwada-Madras (Ennore Section)	...	...	...	6,133	6,387	4,400	6,000
Guntakal-Mysore Frontier . . . . .	29,183	38,280	44,682	48,663	63,683	37,500	50,000
Mayavaram-Matupet . . . . .	...	21,179	24,654	25,720	25,837	24,000	26,000
Dhond and Manmad* (net) . . . . .	34,857	38,199	40,824	36,739	28,127	29,000	30,000
Southern Mahratta . . . . .	576,958	593,923	663,701	658,845	617,498	495,000	550,000
Hyderabad-Shadipalli . . . . .	14,253	14,642	17,549	18,373	21,166	22,500	22,500
<b>TOTAL</b>	16,879,106	18,152,155	18,658,699	17,639,604	19,044,525	19,696,100	20,237,400

\* The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1881; the Government of India receive only a percentage of the gross receipts.

(a) includes the length of the Bengal and North-Western Railway.



## APPENDIX.

	ACCOUNTS.					Revised Estimate, 1896-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
<i>Working Expenses.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
East Indian . . . . .	1,564,357	1,758,954	1,884,547	1,849,021	1,953,204	2,270,000	2,160,000
Rajputana-Malwa System . . . . .	1,080,780	1,159,520	1,161,503	1,026,902	993,044	1,190,000	1,170,000
Bhopal . . . . .	11,712	10,018	9,654	10,094	9,108	11,000	11,000
Patna-Deesa . . . . .	568	2,780	2,686	3,588	2,742	2,800	3,200
Warora Colliery . . . . .	56,683	48,099	40,212	34,772	39,593	43,000	43,000
Wardha Coal . . . . .	12,164	13,095	11,719	12,222	14,033	13,800	12,000
Bengal-Nagpur . . . . .	329,705	334,855	329,530	352,521	317,083	370,000	450,000
Umari Colliery . . . . .	34,277	40,041	39,293	39,692	37,723	45,400	...
Burma . . . . .	365,924	350,344	347,382	380,052	519,781	525,000	530,000
Mu Valley . . . . .	55,342	50,354	62,545	81,768			
Assam-Bengal . . . . .	...	...	32,686	67,523	89,761	140,000	125,000
Jorhat . . . . .	5,658	5,913	7,435	7,263	8,170	8,000	7,500
Cherra-Companyganj . . . . .	1,975	2,046	2,311	2,591	6,863	10,000	3,500
Eastern Bengal . . . . .	542,513	572,185	560,968	604,068	666,421	640,000	700,000
Bengal and North-Western and Tirhoot . . . . .	389,490	411,373	437,903	437,276	443,359	490,000	570,000
Bengal Central . . . . .	55,114	58,282	61,152	69,228	81,320	72,800	75,000
Oudh and Rohilkhand . . . . .	377,963	482,205	500,857	450,084	461,517	490,000	510,000
Indian Midland . . . . .	285,654	300,423	284,851	289,970	312,564	315,000	332,000
Lucknow-Bareilly . . . . .	47,921	60,199	53,638	52,459	53,498	60,000	60,000
North Western . . . . .	1,908,197	1,903,434	1,876,863	1,710,588	1,830,177	1,900,000	1,910,000
South Indian . . . . .	490,754	493,469	542,308	516,895	507,859	500,000	510,000
Mysore . . . . .	122,894	109,151	109,433	109,187	133,297	102,000	110,000
Bezwada Extension . . . . .	7,441	9,974	183,920	203,232	211,359	220,000	280,000
East Coast including Bezwada- Madras . . . . .	59,599	132,706					
Bezwada-Madras (Ennore Section) . . . . .	...	...	...	5,114	4,039	2,900	3,800
Guntakal-Mysore Frontier . . . . .	17,411	24,794	25,358	27,846	37,167	27,500	32,500
Mayavaram-Mutpet . . . . .	...	13,074	15,282	15,191	14,983	17,400	16,000
Dhond and Manmad* . . . . .	...	...	...	...	...	...	...
Southern Mahratta . . . . .	428,462	433,013	444,109	447,858	437,897	395,000	407,500
Hyderabad-Shadipalli . . . . .	11,407	10,720	12,691	12,548	14,640	15,000	15,000
<b>TOTAL</b>	<b>8,263,975</b>	<b>8,791,031</b>	<b>9,040,836</b>	<b>8,819,552</b>	<b>9,201,202</b>	<b>9,876,600</b>	<b>10,047,000</b>

\*The working of this line was transferred to the Great Indian Peninsula Railway from 1st January 1891.



## APPENDIX.

Net Traffic Receipts.	ACCOUNTS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian . . . . .	3,558,539	3,489,561	3,609,247	3,601,895	3,931,277	3,780,300	3,840,300
Rajputana-Malwa System . . . .	1,234,235	1,353,604	1,189,322	984,081	981,426	1,170,000	1,180,000
Bhopal . . . . .	5,204	6,145	4,612	6,275	6,113	8,000	9,000
Palampur-Deesa . . . . .	890	1,081	1,068	1,598	1,227	1,200	1,300
Warora Colliery . . . . .	—536	3,856	14,385	17,293	15,633	17,000	17,000
Wardha Coal . . . . .	8,922	8,929	7,636	8,386	8,853	7,000	8,000
Bengal-Nagpur . . . . .	351,185	344,359	328,394	260,378	298,228	350,000	370,000
Umaria Colliery . . . . .	2,937	1,982	327	—559	783	2,900	...
Burma . . . . .	253,085	245,200	307,919	359,229	349,495	340,000	370,000
Mu Valley . . . . .	—27,266	—18,063	—21,692	—16,787			
Assam-Bengal . . . . .	...	...	9,850	—1,078	16,790	—5,000	35,000
Jorhat . . . . .	1,435	1,444	641	1,917	2,553	1,600	2,100
Cherra-Companyganj . . . . .	323	442	254	107	—6,292	—9,300	...
Eastern Bengal . . . . .	706,968	866,444	870,600	896,519	863,792	770,000	850,000
Bengal and North-Western and Tirhoot . . . . .	134,669	155,911	129,298	127,730	181,680	180,000	170,000
Bengal Central . . . . .	22,096	25,944	32,451	24,287	37,050	26,200	55,000
Oudh and Rohilkhand . . . . .	520,092	623,133	473,661	368,537	420,589	515,000	510,000
Indian Midland . . . . .	146,712	227,244	169,625	195,776	256,070	260,000	268,000
Lucknow-Bareilly . . . . .	28,741	38,528	27,719	26,876	36,404	45,000	45,000
North Western . . . . .	1,123,274	1,350,753	1,608,828	1,177,319	1,652,644	1,760,000	1,740,000
South Indian . . . . .	290,768	337,851	361,180	382,386	386,543	330,000	350,000
Mysore . . . . .	36,680	37,253	51,336	49,220	56,634	23,000	40,000
Bezwada Extension . . . . .	1,851	8,674	47,232	62,750	94,859	90,000	140,000
East Coast including Bezwada-Madras . . . . .	15,456	26,227					
Bezwada-Madras (Eanore Section) . . . . .	...	...	...	1,019	2,348	1,500	2,200
Guntakal-Mysore Frontier . . . .	11,772	13,486	19,324	20,817	26,516	10,000	17,500
Mayavaram-Mutupet . . . . .	...	8,105	9,372	10,529	10,854	6,600	10,000
Dagad and Maunlad . . . . .	34,857	38,199	40,824	36,739	28,127	29,000	30,000
Southern Mahratta . . . . .	148,496	160,910	219,592	210,987	179,601	100,000	142,500
Hyderabad-Shadipalli . . . . .	2,846	3,922	4,858	5,825	6,526	7,500	7,500
<b>TOTAL</b> . . . . .	<b>8,615,131</b>	<b>9,361,124</b>	<b>9,517,863</b>	<b>8,820,051</b>	<b>9,843,323</b>	<b>9,819,500</b>	<b>10,190,400</b>



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS.

TABLE VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1897-98, with Revised Estimates for 1898-99, and Budget Estimates for 1899-1900.

	ACTUALS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
<b>DIRECT RECEIPTS—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
Orissa canals . . . .	37,657	33,307	41,722	47,422	55,476	48,000	47,000
Midnapore canal . . .	39,494	29,468	26,400	27,976	27,563	22,800	23,600
Hijili Tidal canal . . .	5,920	5,853	6,198	9,094	9,221	7,500	7,000
Sone canals . . . . .	93,191	83,776	77,212	106,469	126,697	101,700	92,500
Ganges canal . . . . .	251,757	254,959	159,519	322,034	363,554	320,400	326,300
Lower Ganges canal . .	181,404	154,918	94,817	233,415	290,903	223,000	207,800
Ditto      Fatehpur Branch . . . .	...	...	...	...	...	...	6,000
Agra canal . . . . .	49,042	63,901	46,059	81,017	97,406	66,400	72,000
Eastern Jumna canal . .	95,733	89,581	67,546	111,377	141,547	124,800	122,900
Betwa canal . . . . .	7,352	5,912	2,588	8,370	13,770	11,600	9,100
Western Jumna canal (including Sirsa Branch) . .	105,433	149,331	131,392	263,194	254,866	294,600	272,500
Chenab canal . . . . .	36,217	48,303	104,622	167,741	204,889	249,400	280,000
Bari Doab canal . . . .	203,901	211,375	233,466	266,449	293,007	299,700	273,300
Sirhind canal . . . . .	108,665	96,053	134,833	279,490	329,664	279,200	200,000
Swat River canal . . . .	25,599	27,503	24,403	26,621	36,550	40,100	38,000
Godavari Delta System .	12,128	12,542	10,998	10,160	9,045	1,900	9,900
Kistna " " " " " . . .	5,084	5,374	5,429	4,959	4,523	5,300	5,500
Sangam Anicut " " " . .	68	54	55	59	131	100	100
Periyar Project . . . . .	...	...	...	...	69	...	...
Rushikulya " " " " . . .	...	102	53	83	78	100	100
Desert canal . . . . .	1,787	1,685	4,201	1,489	3,284	4,300	4,300
Begari " " " " " . . . .	2,993	2,665	3,771	3,044	3,765	5,100	5,000
Eastern Nara Works . . .	2,090	2,302	2,510	2,573	2,634	3,400	2,900
Mutha canals . . . . .	25,128	23,582	27,704	23,539	23,417	24,000	27,400
Nira canal . . . . .	7,754	8,187	8,688	7,904	13,571	11,700	11,200
Other projects . . . . .	60,223	59,784	65,222	63,436	71,494	72,600	67,400
<b>TOTAL</b> . . . . .	<b>1,349,685</b>	<b>1,370,587</b>	<b>1,279,408</b>	<b>2,067,961</b>	<b>2,377,744</b>	<b>2,225,200</b>	<b>2,171,800</b>
<b>PORTION OF LAND REVENUE DUE TO IRRIGATION—</b>							
Ganges canal . . . . .	71,559	71,559	71,559	71,559	71,559	71,560	71,560
Lower Ganges canal . . .	20,959	20,959	20,959	20,959	20,959	21,000	21,000
Eastern Jumna " " " . . .	24,980	24,980	24,980	24,980	24,980	24,940	24,940
Chenab canal . . . . .	2,282	11,972	16,878	23,273	27,920	33,700	56,000
Bari Doab canal . . . . .	19,263	18,640	17,686	19,702	21,363	20,000	21,000
Swat River " " " " " . . .	...	...	...	5,846	4,242	5,200	4,500
Godavari Delta System . .	217,899	226,102	234,847	236,771	291,086	290,400	309,400
Kistna " " " " " . . . .	186,038	186,690	205,940	202,871	230,827	230,800	231,700
Sangam Anicut " " " . . .	16,583	17,622	18,201	18,607	17,666	20,900	22,000
Periyar Project . . . . .	...	...	...	3,377	10,658	26,100	31,400
Rushikulya " " " " . . .	1,669	2,499	3,586	5,979	5,815	6,800	6,800
Desert canal . . . . .	2,707	10,449	8,030	8,679	11,935	12,700	12,100
Begari " " " " " . . . .	28,440	27,826	23,586	28,642	36,279	37,100	37,700
Eastern Nara Works . . .	40,897	38,430	35,044	44,223	53,433	46,200	47,100
Mutha canals . . . . .	—713	—620	—779	—551	—500	...	...
Nira canal . . . . .	—381	—400	—427	—349	—669	...	...
Other projects . . . . .	114,744	119,440	141,574	137,280	137,245	141,800	145,900
<b>TOTAL</b> . . . . .	<b>746,926</b>	<b>776,139</b>	<b>821,664</b>	<b>871,808</b>	<b>964,738</b>	<b>989,700</b>	<b>1,043,100</b>



## APPENDIX

## COMMERCIAL AND FINANCIAL STATISTICS—continued.

TABLE VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1897-98, with Revised Estimates for 1898-99, and Budget Estimates for 1899-1900—continued.

	ACTUALS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>TOTAL REVENUE—</b>							
Orissa canals . . . . .	37,657	33,307	41,722	47,422	55,476	48,000	47,000
Midnapore canal . . . . .	30,494	29,488	26,400	27,976	27,563	22,800	23,000
Hijili Tidal canal . . . . .	5,920	5,853	6,198	9,094	9,221	7,000	7,000
Sone canals . . . . .	93,191	83,776	77,212	106,469	126,697	101,700	92,500
Ganges canal . . . . .	323,316	326,528	231,078	393,613	435,113	391,960	397,560
Lower Ganges canal . . . . .	202,363	175,877	115,776	234,374	311,862	244,000	228,800
Ditto Fatehpur Branch . . . . .	...	...	...	...	...	...	6,000
Agra canal . . . . .	49,042	63,901	46,059	81,017	97,406	66,400	72,000
Eastern Jumna canal . . . . .	120,738	114,561	92,526	136,357	166,527	149,740	147,540
Betwa canal . . . . .	7,392	5,912	2,588	8,370	13,770	11,600	9,100
Western Jumna canal (including Sirsa Branch) . . . . .	105,433	149,331	131,392	263,194	254,866	294,600	272,500
Chenab canal . . . . .	38,499	60,335	121,500	191,014	232,809	283,100	336,000
Bari Doab canal . . . . .	223,164	230,015	251,152	286,151	314,370	319,700	294,300
Sirhind canal . . . . .	108,665	96,053	134,833	279,496	329,664	279,200	260,000
Swat River canal . . . . .	25,599	27,503	24,403	32,467	40,792	45,300	42,500
Godavari Delta System . . . . .	230,027	238,644	245,845	266,931	300,731	300,300	319,300
Kistna " " . . . . .	191,122	192,064	211,369	207,830	235,350	236,100	237,200
Sangam Anicut " " . . . . .	16,651	17,676	18,256	18,666	17,797	21,000	22,100
Periyar Project . . . . .	...	...	...	3,377	10,727	26,100	31,400
Rushikulya " " . . . . .	1,669	2,601	3,639	6,062	5,893	6,900	6,900
Desert canal . . . . .	4,494	12,134	12,231	10,168	15,219	17,000	16,400
Begari " " . . . . .	31,433	30,491	27,357	31,686	40,044	42,700	42,700
Eastern Nara Works . . . . .	42,987	40,732	37,554	46,796	56,087	49,600	50,000
Mutha canals . . . . .	24,415	22,953	26,925	22,988	22,857	24,000	27,400
Nira canal . . . . .	7,375	7,787	8,261	7,515	12,902	11,200	11,200
Other projects . . . . .	174,967	179,224	206,796	200,736	208,739	214,400	213,300
<b>TOTAL</b> . . . . .	<b>2,096,611</b>	<b>2,146,726</b>	<b>2,101,072</b>	<b>2,939,769</b>	<b>3,342,482</b>	<b>3,214,900</b>	<b>3,214,900</b>
<b>WORKING EXPENSES—</b>							
Orissa canals . . . . .	50,660	45,654	44,205	46,574	50,795	46,000	41,600
Midnapore canal . . . . .	20,123	21,630	26,616	22,393	23,069	30,000	26,000
Hijili Tidal canal . . . . .	5,422	4,548	5,888	3,849	3,844	6,000	5,300
Sone canals . . . . .	69,313	65,465	53,132	55,372	57,478	59,000	61,200
Ganges canal . . . . .	106,446	103,086	85,867	101,368	108,000	105,000	103,900
Lower Ganges canal . . . . .	80,401	78,520	71,358	83,169	87,099	86,000	94,300
Ditto Fatehpur Branch . . . . .	...	...	...	...	...	1,500	4,000
Agra canal . . . . .	25,562	25,121	18,185	22,040	22,580	25,900	24,000
Eastern Jumna canal . . . . .	32,320	31,260	26,105	31,941	32,987	34,200	33,900
Betwa canal . . . . .	9,936	8,999	8,747	9,029	10,743	9,500	8,200
Western Jumna canal (including Sirsa Branch) . . . . .	61,307	66,604	76,626	79,747	81,882	83,600	84,200
Chenab canal . . . . .	30,911	43,190	41,399	49,918	62,110	71,200	86,300
Bari Doab canal . . . . .	56,009	62,499	64,340	68,040	62,697	79,400	28,400
Sirhind canal . . . . .	58,242	55,172	60,950	67,359	63,077	69,800	75,000
Swat River canal . . . . .	8,815	8,296	9,171	6,041	10,299	10,200	9,700
Godavari Delta System . . . . .	46,490	48,759	49,558	52,096	48,988	55,000	57,400
Kistna " " . . . . .	46,750	41,621	58,067	70,510	58,549	51,100	58,600
Sangam Anicut " " . . . . .	4,133	3,572	4,795	4,037	3,058	2,900	3,100
Periyar Project . . . . .	...	...	...	4,211	8,226	11,500	9,200
Rushikulya " " . . . . .	987	1,397	2,915	3,975	3,286	4,500	5,000
Desert canal . . . . .	8,525	11,570	5,167	6,409	7,002	6,900	7,400
Begari " " . . . . .	2,686	3,452	5,216	5,756	9,640	8,000	10,200
Eastern Nara Works . . . . .	9,981	12,603	10,998	7,908	10,593	10,200	8,600
Mutha canals . . . . .	6,021	7,177	6,595	8,443	6,966	7,700	7,200
Nira canal . . . . .	5,491	4,658	4,333	5,489	5,120	5,400	5,200
Other projects . . . . .	42,426	44,004	47,068	55,506	54,031	50,500	49,000
<b>TOTAL</b> . . . . .	<b>788,957</b>	<b>799,759</b>	<b>787,301</b>	<b>871,180</b>	<b>892,119</b>	<b>921,000</b>	<b>958,100</b>



## APPENDIX.

## COMMERCIAL AND FINANCIAL STATISTICS—concluded.

TABLE VI.—Gross receipts, working expenses, and net earnings of Irrigation—Major Works, for five years ending 1897-98, with Revised Estimates for 1898-99, and Budget Estimates for 1899-1900—concluded.

	ACTUALS.					Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
NET REVENUE—							
Orissa canals . . . . .	—13,003	—12,347	—2,483	848	4,681	2,000	2,400
Midnapore canal . . . . .	10,371	7,838	—216	5,583	4,494	—7,200	—3,300
Hijili Tidal canal . . . . .	498	1,305	310	5,245	5,377	1,500	1,700
Sone canals . . . . .	23,878	18,311	24,080	51,097	69,219	42,700	31,300
Ganges canal . . . . .	216,870	223,442	145,211	292,245	327,113	286,960	293,960
Lower Ganges canal . . . . .	121,962	97,357	44,418	171,205	224,763	158,000	134,500
Ditto Fatehpur Branch . . . . .	...	...	...	...	...	—1,500	2,000
Agra canal . . . . .	23,480	38,780	27,874	58,977	74,826	40,500	48,000
Eastern Jumna canal . . . . .	88,418	83,301	66,421	104,416	133,540	115,540	113,940
Betwa canal . . . . .	—2,544	—3,087	—6,159	—659	3,027	2,100	900
Western Jumna canal (including Sirsa Branch) . . . . .	44,126	82,727	54,766	183,447	172,984	211,000	188,300
Chenab canal . . . . .	7,588	17,145	80,101	141,096	170,699	211,900	249,700
Bari Doab canal . . . . .	167,155	167,516	186,812	218,111	251,673	240,300	218,900
Sirhind canal . . . . .	50,423	40,881	73,883	212,137	266,587	209,400	185,000
Swat River canal . . . . .	16,784	19,207	15,232	26,426	30,493	35,100	32,800
Godavari Delta System . . . . .	183,537	189,885	196,287	214,835	251,743	245,300	261,900
Kistna " " . . . . .	144,372	150,443	153,302	137,320	176,801	185,000	178,600
Sangam Anicut " " . . . . .	12,518	14,104	13,461	14,629	14,739	18,100	18,700
Periyar Project . . . . .	...	...	...	—834	2,501	14,600	22,200
Rushikulya " " . . . . .	691	1,204	724	2,087	2,607	2,400	1,900
Desert canal . . . . .	—4,034	564	7,064	3,759	8,217	10,100	9,000
Begari " " . . . . .	28,747	27,039	22,141	25,930	30,404	34,700	32,500
Eastern Nara Works . . . . .	33,006	28,127	26,556	38,888	45,494	39,400	41,400
Mutha canals . . . . .	18,394	15,776	20,330	14,545	15,891	16,300	20,200
Nira canal . . . . .	1,882	3,129	3,928	2,026	7,782	5,800	6,000
Other projects . . . . .	132,532	134,320	159,728	145,230	154,708	163,900	164,300
TOTAL . . . . .	1,307,654	1,346,967	1,313,771	2,068,589	2,450,363	2,283,900	2,256,800



## APPENDIX.

## CAPITAL ACCOUNT OF GUARANTEED AND SUBSIDIZED RAILWAYS.

TABLE VII.—Abstract of Revised and Budget Estimates of Capital transactions of Guaranteed and Subsidized Railways, 1898-99 and 1899-1900, and Actuals for 1897-98.

RAILWAYS.		AMOUNT IN RUPEES. (Omitting 000 in Estimates.)			AMOUNT IN EXCHANGE. (Omitting 000 in Estimates.)			AMOUNT IN POUNDS STERLING. (Omitting 000 in Estimates.)					
		Accounts, 1897-98.	1898-99.		Budget, 1899-1900.	Accounts, 1897-98.	1898-99.		Budget, 1899-1900.	Accounts, 1897-98.	1898-99.		Budget, 1899-1900.
GUARANTEED RAILWAYS.													
RECEIPTS.													
Madras	28,05,278	28,00	30,00	25,00	2,31,773	4,01	2,50	2,08	257,150	256,7	270,0	220,0	
Bombay, Baroda and Central India	55,92,104	48,00	51,00	48,00	4,62,008	4,00	4,25	4,00	512,610	440,0	407,5	440,0	
Great Indian Peninsula	71,35,450	72,00	91,00	75,00	5,94,695	6,00	7,18	6,25	654,067	660,0	83,2	630,0	
Do. Extensions	...	...	15	...	...	...	5	...	...	...	...	...	
TOTAL	1,55,34,878	1,48,00	1,72,15	1,48,00	12,94,406	12,33	14,38	12,33	1,473,847	1,36,7	1,57,7	1,36,7	
ADVANCES.													
Madras Extension	50,484	30,62	6,00	7,50	18,340	11,30	2,03	2,58	3,214	192,6	39,7	40,2	
Madras	28,21,882	28,25	28,00	13,71	1,85,157	2,33	1,61	1,14	203,672	269,0	201,7	127,7	
Bombay, Baroda and Central India	52,93,703	54,50	50,00	50,88	4,41,141	4,54	4,67	4,44	483,280	497,0	511,3	400,4	
Great Indian Peninsula	40,28,920	45,00	42,00	48,45	3,35,744	3,75	3,92	4,04	369,318	412,0	430,2	144,4	
Do. Extensions	...	6,74	11,00	28,97	...	3,18	3,73	9,96	...	55,0	78,2	90,1	
TOTAL	1,13,91,988	1,67,11	1,42,00	1,49,54	9,80,391	25,12	26,18	21,97	1,061,400	1,410,0	1,528,2	1,25,8	
NET RECEIPTS.													
Madras Extension	-50,484	-30,62	-6,00	-7,50	-18,340	-11,30	-2,03	-2,58	-3,214	-192,6	-39,7	-40,2	
Madras	5,83,397	-25	8,00	11,29	48,616	-2	67	91	53,478	-2,3	73,3	103,5	
Bombay, Baroda and Central India	21,8,401	-6,50	-5,00	-2,88	24,861	-54	-42	-24	27,154	-53,0	...	-22,4	
Great Indian Peninsula	31,00,570	27,00	44,00	20,52	2,56,801	2,25	3,60	2,21	284,709	247,5	40,4	243,1	
Do. Extensions	...	-8,74	-10,85	-28,97	...	-3,18	-3,68	-9,90	...	-55,0	-78,2	-90,1	
Lump alteration	...	2	...	...	...	2	...	...	...	-5	...	...	
TOTAL	39,37,890	-18,58	30,15	-2,54	3,14,015	-12,57	-1,80	-9,63	302,387	-63,1	319,2	21,9	
SUBSIDIZED RAILWAYS.													
RECEIPTS.													
Gain on remittance to India.	...	...	...	...	...	...	...	...	...	...	...	...	
Southern Mahratta	...	...	...	...	1,74,675	1,96	1,44	64	-17,467	-19,6	-14,4	-6,4	
Assam-Bengal	...	...	...	...	-13,841	...	...	...	1,388	...	...	...	
Indian Midland	...	...	...	...	8,927	2,25	1,12	2,92	-8,000	-22,5	-11,2	-29,2	
Do. Saugor-Katni	...	...	...	...	-1,091	...	...	...	109	...	...	...	
Bengal Central	...	...	...	...	35,000	10	16	1	-3,508	-1,0	-1,6	-1	
Bengal-Nagpur	...	...	...	...	-1,411	-7	-56	-20	1,441	3,1	5,6	2,0	
Do. extensions	...	...	...	...	-2,903	-14	-29	...	2,903	1,4	2,9	...	
Burma	...	...	...	...	-53,042	-0,1	-1,06	-1,36	5,365	6,1	10,6	13,6	
Lump alteration	...	...	...	...	...	39	...	...	...	-3,9	...	...	
TOTAL	...	...	...	...	1,18,441	3,65	79	2,01	-11,844	-30,5	-7,9	-20,7	
Capital received in India.	(Ahmedabad-Parant)	2,30,000	...	-22	21	...	...	...	23,000	...	-2,2	2,2	
	South Behar	24,00,000	20,00	15,50	6,55	...	...	...	200,000	200,0	155,0	65,5	
	Tapti Valley	23,15,000	81,00	65,00	23,00	...	...	...	231,500	81,0	65,0	23,0	
	Mymensing-Jamalpur	4,75,000	12,00	7,00	6,00	...	...	...	47,500	12,0	7,0	6,0	
	Brahmaputra-Sultanpur	5,24,540	14,00	5,30	8,00	...	...	...	52,854	14,0	5,3	8,0	
	Hurdwar-Dehra	2,55,000	17,00	15,00	8,80	...	...	...	25,500	17,0	15,0	8,8	
TOTAL	66,06,540	1,44,00	1,07,78	52,50	1,18,441	3,65	79	2,01	648,810	1,403,5	1,079,9	503,5	
WITHDRAWALS IN INDIA.													
Southern Mahratta	-1,42,100	1,35	-3,67	33	-23,687	22	-61	6	-11,811	11,3	-30,6	3,7	
Mysore	1,91,812	3,5	3,50	8,00	31,507	82	85	50	9,120	26,2	26,2	15,0	
Assam-Bengal	39,66,112	-14,02	-12,41	-12,74	15,95,023	-5,04	-4,23	-4,83	237,171	-8,6	-8,7	-13,9	
Indian Midland	-1,07,034	-8,00	-1,48	-4,36	-99,417	-1,74	-30	-87	-39,707	-69,5	-1,1	-31,0	
Do. Saugor-Katni	81,07,007	14,50	13,72	10	10,62,479	5,73	5,40	6	103,158	88,2	81,2	1,0	
Bengal Central	3,08,251	2,00	5,10	2,04	86,083	75	1,43	1,00	22,207	19,4	36,7	19,8	
Bengal-Nagpur	25,074	1,11	2,70	5,90	1,081	40	1,12	2,30	2,459	6,5	15,9	39,0	
Do. extensions	1,12,34,403	1,27,40	1,17,29	84,43	44,04,209	44,65	40,80	28,85	682,971	788,1	704,9	532,9	
Lucknow-Bareilly	77,592	25	40	7	32,294	9	14	2	4,540	1,6	2,0	5	
Burma	53,52,350	88,31	53,53	54,19	22,00,508	36,31	32,00	22,28	315,165	320,0	315,1	319,1	
Lump alteration	...	-9	...	...	...	-11	...	...	...	-8,5	...	...	
TOTAL	-2,14,75,22	2,11,55	1,78,64	1,32,82	92,91,433	82,20	66,63	49,81	1,385,609	1,293,5	1,120,1	830,1	
Ahmedabad-Parant	2,78,330	12	6	21	...	...	...	...	27,833	1,2	6	2,2	
South Behar	24,52,148	25,00	20,40	7,75	...	...	...	...	245,225	250,0	204,0	77,5	
Tapti Valley	23,43,649	81,00	65,00	23,00	...	...	...	...	234,525	81,0	65,0	23,0	
Mymensing-Jamalpur	5,61,621	12,00	7,00	6,00	...	...	...	...	56,162	12,0	7,0	6,0	
Brahmaputra-Sultanpur	5,77,256	10,00	5,80	8,00	...	...	...	...	57,725	10,0	5,8	8,0	
Hurdwar-Dehra	3,65,256	17,45	15,00	8,80	...	...	...	...	36,326	17,4	15,0	8,8	
TOTAL	68,79,354	1,51,57	1,14,26	53,76	...	...	...	...	687,936	1,515,0	1,142,6	537,6	
Net Withdrawals	2,34,20,340	2,19,12	1,85,12	1,34,03	91,72,992	78,55	65,84	47,80	1,424,735	1,475,7	1,192,8	862,2	
GUARANTEED AND SUBSIDIZED RAILWAYS.													
Net Withdrawals													
Net Withdrawals	1,94,82,456	2,38,00	1,54,97	1,35,56	88,58,977	91,12	67,64	57,43	1,062,348	1,468,8	873,8	781,5	



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
[In thousands of Rupees]

	IN THE ELEVEN MONTHS, APRIL TO FEBRUARY, OF									
	1898-99.	1899-01.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores	2,23	2,59	2,93	2,90	3,25	2,99	3,11	3,46	3,35	3,12
Liquors:										
Spirit	44,06	48,78	46,89	49,02	48,29	50,22	53,84	53,53	54,40	57,34
Other liquors	6,12	6,29	6,47	6,17	6,21	5,74	6,01	4,02	5,54	6,00
Apparel, including haberdashery and millinery	—	—	—	—	—	7,30	6,60	6,39	5,07	5,86
Chemical products and preparations	—	—	—	—	—	2,34	2,46	1,96	2,47	2,39
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	2,70	10,08	—	—	—
Piece goods, grey	—	—	—	—	—	13,35	55,27	46,74	40,43	41,51
" white	—	—	—	—	—	5,64	19,70	18,53	16,61	15,40
" coloured	—	—	—	—	—	3,73	21,39	18,61	12,77	17,60
Other goods	—	—	—	—	—	57	2,65	1,94	1,53	1,71
Drugs, medicines, and narcotics	—	—	—	—	—	3,24	3,16	3,10	3,48	3,12
Dyeing and tanning materials	—	—	—	—	—	2,85	3,65	3,28	3,53	4,01
Glass and glassware	—	—	—	—	—	2,90	3,30	3,31	2,60	2,91
Hardware and cutlery	—	—	—	—	—	6,64	6,51	6,95	6,72	6,63
Metals:										
Copper	—	—	—	—	—	3,44	8,33	4,45	5,88	4,72
Iron and steel	—	—	—	—	—	2,54	3,01	3,59	3,84	3,19
Silver	—	—	—	—	—	31,27	28,49	29,04	38,74	27,01
Tin	—	—	—	—	—	1,52	1,61	1,20	1,11	75
Other metals	—	—	—	—	—	4,78	2,19	1,69	2,61	2,48
Oils: Petroleum	14,67	14,61	15,82	17,07	23,70	27,37	37,51	39,12	45,79	42,68
Paints and colours	—	—	—	—	—	1,47	1,67	1,57	1,54	1,68
Paper	—	—	—	—	—	1,74	2,27	2,13	1,80	2,06
Provisions	—	—	—	—	—	5,30	9,52	8,32	9,12	8,02
Silk, raw and manufactured	—	—	—	—	—	11,23	13,38	10,68	8,76	9,89
Spices	—	—	—	—	—	3,57	3,33	3,16	3,81	4,38
Stationery	—	—	—	—	—	1,34	1,34	1,37	1,11	1,15
Sugar	—	—	—	—	—	12,29	13,97	14,03	21,53	19,18
Tea	—	—	—	—	—	2,98	2,30	2,57	99	94
Umbrellas	—	—	—	—	—	1,50	1,54	1,37	1,69	1,07
Wood and timber	—	—	—	—	—	1,05	1,39	1,12	99	77
Woollen goods	—	—	—	—	—	7,43	6,99	8,18	5,32	7,19
Imports by post	1	1	1	1	1	1,31	1,39	1,37	1,37	1,56
All other articles	3	3	3	3	30	22,04	22,18	21,09	21,88	21,83
<b>Total</b>	<b>67,12</b>	<b>72,31</b>	<b>72,15</b>	<b>75,20</b>	<b>81,76</b>	<b>2,54,36</b>	<b>3,62,20</b>	<b>3,29,22</b>	<b>3,36,53</b>	<b>3,28,82</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour	58,57	76,30	72,09	59,03	54,60	74,95	76,71	62,07	59,01	65,24
<b>TOTAL GROSS REVENUE</b>	<b>1,25,69</b>	<b>1,48,31</b>	<b>1,44,24</b>	<b>1,34,23</b>	<b>1,36,36</b>	<b>3,29,31</b>	<b>4,38,91</b>	<b>3,91,29</b>	<b>3,94,54</b>	<b>4,14,06</b>
<b>TOTAL NET REVENUE</b>	<b>1,22,78</b>	<b>1,44,72</b>	<b>1,40,26</b>	<b>1,30,83</b>	<b>1,32,62</b>	<b>3,22,27</b>	<b>4,29,17</b>	<b>3,80,84</b>	<b>3,87,14</b>	<b>4,06,65</b>
<i>Provincial distribution of Net Customs Revenue</i>										
Bengal	{ Import 21,79	{ Import 23,60	{ Import 24,61	{ Import 26,21	{ Import 30,57	{ Import 75,97	{ Import 1,35,51	{ Import 1,21,58	{ Import 1,16,23	{ Import 1,21,95
	{ Export 13,47	{ Export 18,05	{ Export 19,20	{ Export 16,23	{ Export 15,06	{ Export 17,51	{ Export 13,12	{ Export 11,55	{ Export 11,01	{ Export 18,99
Bombay	{ Import 17,98	{ Import 20,03	{ Import 19,76	{ Import 20,65	{ Import 24,08	{ Import 1,17,72	{ Import 1,39,45	{ Import 1,28,65	{ Import 1,34,60	{ Import 1,26,55
	{ Export 2,09	{ Export 1,71	{ Export 1,60	{ Export 2,31	{ Export 1,92	{ Export 3,50	{ Export 2,74	{ Export 2,53	{ Export 2,76	{ Export 3,56
Sind	{ Import 5,57	{ Import 6,76	{ Import 6,55	{ Import 6,21	{ Import 6,40	{ Import 13,30	{ Import 19,99	{ Import 20,90	{ Import 23,18	{ Import 19,94
	{ Export 66	{ Export 76	{ Export 72	{ Export 72	{ Export 53	{ Export 74	{ Export 62	{ Export 52	{ Export 75	{ Export 1,51
Madras	{ Import 10,15	{ Import 11,37	{ Import 10,45	{ Import 10,20	{ Import 9,99	{ Import 24,25	{ Import 31,92	{ Import 25,73	{ Import 29,66	{ Import 26,57
	{ Export 8,72	{ Export 4,07	{ Export 3,32	{ Export 3,77	{ Export 4,52	{ Export 6,35	{ Export 4,51	{ Export 8,33	{ Export 8,85	{ Export 4,64
Butma	{ Import 9,09	{ Import 8,72	{ Import 8,54	{ Import 9,95	{ Import 8,35	{ Import 17,48	{ Import 27,01	{ Import 23,47	{ Import 26,78	{ Import 29,20
	{ Export 35,66	{ Export 49,65	{ Export 45,51	{ Export 34,67	{ Export 31,18	{ Export 43,45	{ Export 49,30	{ Export 37,58	{ Export 33,42	{ Export 54,44

FINANCE AND COMMERCE DEPARTMENT  
March 21, 1899.

H. H. RISLEY,  
Off. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river with the corresponding months.*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
Imports in January.												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal	5,247	1,810	1,765	...	...	...	...	...	...	5,247	1,810	1,765
N.-W. P. & Oudh	45,041	84,051	60,912	45,682	70,503	85,397	...	...	...	90,793	95,556	144,309
Punjab	3,143	4,083	5,902	7,715	18,872	11,880	39,537	66,639	44,218	70,325	89,506	64,709
Cent. Provs.	4,316	859	5,133	58,997	49,999	95,088	...	...	...	63,183	50,858	90,711
Bombay	...	...	...	918,113	244,253	343,112	...	...	...	218,113	244,253	343,112
Sind	...	...	...	...	...	...	21,331	16,605	35,850	21,331	16,605	23,806
Madras	...	...	...	...	...	1,714	...	...	...	...	...	1,714
Berar	4,666	6,369	13,987	210,741	180,240	303,441	...	...	...	215,407	192,808	377,438
Azamgarh	602	1,300	...	...	...	...	...	...	...	602	1,300	...
Raj. & C. I.	1,938	740	2,900	70,438	31,200	72,024	...	...	...	72,370	31,946	74,596
Nizam's Terr.	...	...	...	...	...	938	...	...	...	...	...	938
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>64,893</b>	<b>40,319</b>	<b>88,599</b>	<b>611,650</b>	<b>601,169</b>	<b>971,596</b>	<b>80,868</b>	<b>83,244</b>	<b>82,768</b>	<b>757,411</b>	<b>724,738</b>	<b>1,412,963</b>
<i>By Sea—</i>												
Bengal	647	1,016	520	...	...	...	...	...	...	647	1,016	520
Bombay	11,121	4,355	7,008	809	230	1,659	...	...	...	11,930	4,985	8,727
Sind	...	...	...	2,678	14,581	894	...	...	...	2,678	14,581	894
Madras	...	1,471	4,188	...	270	368	...	...	...	...	1,741	4,456
Burma	850	1,404	5,204	...	...	17	...	...	...	850	1,404	5,221
Nor.-Br. Ports in India	...	...	...	14,155	13,000	109,531	...	...	...	14,155	12,000	109,531
Foreign countries	100	...	...	5,786	2,437	2,452	...	...	...	5,886	2,437	2,452
<b>TOTAL</b>	<b>12,118</b>	<b>2,710</b>	<b>16,980</b>	<b>23,428</b>	<b>30,153</b>	<b>115,811</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>35,546</b>	<b>28,863</b>	<b>121,791</b>
<b>TOTAL OF IMPORTS</b>	<b>77,011</b>	<b>43,029</b>	<b>105,579</b>	<b>635,078</b>	<b>631,322</b>	<b>1,087,407</b>	<b>80,868</b>	<b>83,244</b>	<b>82,768</b>	<b>792,957</b>	<b>753,601</b>	<b>1,534,754</b>
Imports in January.												
<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal	16,099	5,155	32,385	...	...	...	...	...	...	16,099	5,155	32,385
N.-W. P. & Oudh	25,073	138,188	230,354	...	6,408	47,586	...	...	43,871	25,073	144,880	235,011
Punjab	1,194	3,512	250	...	6,037	34,123	9,504	141,078	421,238	10,638	133,727	451,011
Cent. Provs.	16,175	...	...	16	1,352	27,700	...	...	...	16,141	1,352	27,700
Bombay	...	...	...	13,230	3,535	40,171	...	...	...	13,230	3,535	40,171
Sind	...	...	...	...	...	...	7,980	99,873	166,889	7,980	99,873	166,889
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Azamgarh	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	277	...	...	803	6,013	17,207	...	...	...	779	6,013	17,207
Nizam's Terr.	...	...	...	...	...	65	...	...	...	...	...	65
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>59,368</b>	<b>140,035</b>	<b>302,996</b>	<b>13,748</b>	<b>24,333</b>	<b>152,914</b>	<b>17,484</b>	<b>241,151</b>	<b>571,798</b>	<b>90,600</b>	<b>414,541</b>	<b>1,022,788</b>
<i>By Sea—</i>												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	4	2,454	...	2	...	...	6	3,498
Sind	...	...	...	11,617	90,514	5,711	...	...	...	11,617	90,514	5,711
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Nor.-Br. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	...	4,455	5	18,454	...	...	...	4,455	...	18,454
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>16,079</b>	<b>90,517</b>	<b>20,619</b>	<b>...</b>	<b>2</b>	<b>...</b>	<b>16,072</b>	<b>90,520</b>	<b>20,619</b>
<b>TOTAL OF IMPORTS</b>	<b>59,368</b>	<b>140,035</b>	<b>302,996</b>	<b>29,827</b>	<b>114,850</b>	<b>173,533</b>	<b>17,486</b>	<b>241,153</b>	<b>571,798</b>	<b>106,672</b>	<b>414,547</b>	<b>1,043,407</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of January 1899, compared of the years 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in January.</b>												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	63,404	92,690	158,364	...	...	...	...	...	...	63,404	92,690	158,364
N.-W. P. & Oudh	6,436	24,717	61,550	...	215	2,912	...	...	...	6,436	24,952	64,462
Punjab	...	...	...	...	...	...	...	...	424	...	...	424
Cent. Provs.	433	20	4,830	2,410	17,589	23,983	...	...	...	2,843	17,605	28,835
Bombay	...	...	...	9,185	32,702	47,782	...	...	...	9,185	32,702	47,782
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	1,377	...	...	...	...	...	1,377
Berar	...	...	...	...	...	6,527	...	...	...	...	...	6,527
Assam	...	...	...	1,873	24,784	...	...	...	...	1,873	24,784	...
Raj. & C. I.	438	...	386	...	...	...	...	...	...	438	...	...
Nizam's Terr.	...	...	996	407	2,039	7,418	...	...	...	407	2,039	8,414
Mysore	...	...	...	4,040	12,485	12,742	...	...	...	4,040	12,485	12,742
<b>TOTAL</b>	<b>70,711</b>	<b>117,427</b>	<b>226,146</b>	<b>17,914</b>	<b>89,824</b>	<b>102,743</b>	<b>...</b>	<b>...</b>	<b>424</b>	<b>88,695</b>	<b>207,251</b>	<b>329,313</b>
<i>By Sea—</i>												
Bengal	...	...	48	...	...	...	...	...	...	...	...	48
Bombay	...	...	...	...	...	246	...	12	...	...	12	246
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	56	1,575	...	...	...	...	56	1,575
Foreign countries	...	...	...	80	673	139	...	...	4	80	673	143
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>48</b>	<b>80</b>	<b>731</b>	<b>1,960</b>	<b>...</b>	<b>12</b>	<b>4</b>	<b>80</b>	<b>743</b>	<b>2,012</b>
<b>TOTAL OF IMPORTS</b>	<b>70,711</b>	<b>117,427</b>	<b>226,194</b>	<b>17,994</b>	<b>90,555</b>	<b>104,703</b>	<b>...</b>	<b>12</b>	<b>428</b>	<b>88,705</b>	<b>207,994</b>	<b>331,325</b>

**Imports in January.**

<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal	10,523	6,617	13,285	...	...	...	...	...	...	10,523	6,617	13,285
N.-W. P. & Oudh	2,297	3,902	1,790	...	...	...	...	...	...	2,297	3,902	1,790
Punjab	...	...	...	...	...	...	...	...	557	...	557	...
Cent. Provs.	...	...	...	...	...	...	...	...	334	...	...	334
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	47	488	145	...	...	...	47	488	145
Madras	...	...	...	...	...	...	451	302	390	451	302	390
Berar	...	...	...	...	135	99	...	...	...	...	135	99
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	10	79	14	...	...	...	10	79	14
Nizam's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>12,820</b>	<b>10,579</b>	<b>15,075</b>	<b>57</b>	<b>700</b>	<b>258</b>	<b>461</b>	<b>859</b>	<b>593</b>	<b>12,318</b>	<b>12,140</b>	<b>15,926</b>
<i>By Sea—</i>												
Bengal	...	...	...	...	10	33	...	...	...	...	10	33
Bombay	...	...	...	...	...	...	57	...	...	...	...	...
Sind	...	...	...	10	390	138	...	...	...	10	390	138
Madras	...	...	...	...	33	...	...	...	...	...	33	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	...	...	...	...	...	...	3	...	...	3
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>10</b>	<b>644</b>	<b>171</b>	<b>57</b>	<b>...</b>	<b>3</b>	<b>67</b>	<b>644</b>	<b>174</b>
<b>TOTAL OF IMPORTS</b>	<b>12,820</b>	<b>10,579</b>	<b>15,075</b>	<b>67</b>	<b>1,345</b>	<b>429</b>	<b>518</b>	<b>859</b>	<b>596</b>	<b>12,385</b>	<b>12,784</b>	<b>16,100</b>

J. A. ROBERTSON,  
Offg. Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.

Calcutta, the 25th March 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT,  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 15TH MARCH, 1898, AND FROM 1ST JANUARY TO 15TH MARCH, 1899.

N.B.—As regards the figures in column *Total Earnings from 1st January 1899*, a partial figure has been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the first half of 1898.	WEEK ENDING 12TH MARCH, 1898.				WEEK ENDING 15TH MARCH, 1899.				Earnings from 1st January to 15th March, 1898.	Earnings from 1st January to 15th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
<i>Standard gauge—</i>													
East Indian	694	1,740	11,23,787	646	1,747	12,82,000	734	1,23,48,136	1,25,39,000	1,90,864	...	...	
Bengal Central	162	183	19,487	156	123	19,200	134	2,12,977	2,13,000	23	...	...	
Bengal-Nagpur	181	862	1,47,927	166	1,186	2,09,000	176	13,18,741	18,62,000	5,43,259	...	...	
Indus Midland (including Bhopal-Itarsi)	173	754	1,10,655	147	868	1,30,000	150	13,38,351	14,03,000	74,649	...	...	
Beswada Extn. (East Coast State)	191	21	5,305	233	21	8,800	133	40,403	23,900	...	14,503	...	
Madras-Ennur sec. (Beswada-Mad.)	119	9	3,399	378	9	1,000	121	11,935	11,900	35	...	...	
<i>Metre gauge—</i>													
Rajputana-Malwa (incldg. G.R.-Nagda)	264	1,615	4,23,507	233	1,615	4,78,000	263	42,51,331	40,73,000	7,23,470	...	...	
Palampur-Dogra	44	17	857	49	17	700	41	5,470	6,800	1,330	...	...	
South Indian	161	1,042	1,46,490	143	1,033	1,42,000	139	15,09,278	14,33,000	76,278	...	...	
Mayavaram-Mulpet	88	54	4,850	81	54	3,800	70	41,063	38,300	2,763	...	...	
Southern Mahratta (incldg. G.M. Fron. sec.)	103	1,165	1,04,381	90	1,163	1,12,000	96	10,55,143	10,13,000	42,143	...	...	
Mysore section (Southern Mahratta)	107	296	29,828	101	296	20,100	68	3,27,841	1,95,000	1,32,841	...	...	
Bengal and North-Western system	162	837	1,20,612	146	928	1,43,000	153	13,47,356	14,31,000	84,644	...	...	
Lucknow-Bareilly	106	221	16,356	71	231	25,000	108	8,13,772	2,32,000	5,81,772	...	...	
Assam-Bengal.	90	286	23,803	83	415	54,300	131	2,50,106	3,38,000	87,894	...	...	
Burma	223	936	2,32,344	248	936	1,84,000	197	22,91,907	20,83,000	2,08,907	...	...	
TOTAL	266	10,178	25,10,006	247	10,236	28,05,900	289	2,67,55,571	2,77,09,300	10,53,729	...	...	
State lines worked by the State.													
<i>Standard gauge—</i>													
North-Western (a)	287	2,886	8,60,461	298	2,886	6,64,000	230	77,67,352	66,85,000	10,82,352	...	...	
Quidh and Rohilkhand (incldg. the m. g. link)	217	875	1,36,315	179	1,013	1,86,000	124	18,37,763	20,23,000	1,85,237	...	...	
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,54,429	311	815	3,47,000	291	29,06,204	24,34,000	4,72,204	...	...	
East Coast (b)	116	536	83,473	118	793	84,800	107	6,11,662	6,92,000	80,338	...	...	
<i>Special gauges—</i>													
Jorhat	66	28	831	30	28	1,700	61	21,106	18,500	2,606	...	...	
Cherra-Companyganj	20	5	1,030	6	8	700	87	(c) 30	5,600	5,570	...	...	
TOTAL	261	5,146	13,35,538	259	5,551	11,24,200	212	1,32,34,007	1,18,38,100	13,95,907	...	...	
Lines worked by guaranteed cos.													
<i>Standard gauge—</i>													
Great Indian Peninsula system	514	1,491	6,39,437	429	1,491	8,44,000	386	71,68,417	89,74,000	18,05,583	...	...	
Mughay, Baroda and Central India	773	401	2,45,181	538	461	2,94,000	638	25,53,617	31,21,000	5,67,383	...	...	
Madras	258	840	2,05,424	245	840	1,03,000	218	21,10,422	17,55,000	3,55,422	...	...	
TOTAL	460	2,702	10,30,422	391	2,792	11,11,000	472	1,18,32,456	1,30,05,000	20,80,537	...	...	
TOTAL (GUARANTEED AND STATE)	297	18,116	44,80,466	273	19,181	53,11,100	277	5,18,15,041	5,55,30,300	37,15,259	...	...	
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Ludhiana-Kalka	217	162	29,107	180	162	29,100	180	3,93,041	2,46,000	1,47,041	...	...	
Tarapur	320	22	7,210	328	22	11,600	537	74,271	67,300	7,971	...	...	
Southern Punjab (Delhi-Saundhya)	75	400	10,322	41	413	20,400	49	1,73,557	2,31,000	57,443	...	...	
Tepti Valley	...	...	...	...	36	1,300	36	...	14,300	14,300	...	...	
<i>Metre gauge—</i>													
Mymensingh-Jamulpur-Jagannath-ganj	...	...	...	...	33	1,400	43	...	11,800	11,800	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	137	66	2,132	113	66	11,400	173	38,250	74,100	35,850	...	...	
Bengal Doorga	106	26	2,705	73	36	2,500	94	36,662	25,000	11,662	...	...	
Dibru-Sadiya	200	78	14,600	188	78	24,500	214	1,53,756	1,72,000	18,244	...	...	
Ahmedabad-Parantij	59	55	1,432	36	55	2,000	52	22,319	31,000	8,681	...	...	
<i>Special gauges—</i>													
Larjeeling-Himalayas	266	31	11,943	234	51	12,000	235	1,05,679	1,04,000	1,679	...	...	
Batali	150	21	3,412	102	21	4,500	214	34,261	40,000	5,739	...	...	
TOTAL	123	291	94,203	106	973	1,21,600	123	10,54,256	10,18,000	36,256	...	...	
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
Uma-Gooda	31	74	2,120	29	74	4,600	62	20,252	34,300	14,048	...	...	
Bhopal-Ujjain	76	114	7,351	64	114	14,300	123	84,979	1,13,000	28,021	...	...	
Nagda-Ujjain.	86	35	2,448	70	34	2,200	63	23,541	30,300	6,759	...	...	
The Nizam's guaranteed state	235	334	58,470	173	334	25,500	226	7,42,924	7,60,000	17,076	...	...	
The Cuckwar's Peled	70	13	458	35	13	800	62	4,153	8,100	3,947	...	...	
Rajputana-Bhatinda	140	108	14,583	135	108	12,800	119	1,47,403	1,07,000	40,403	...	...	
Kolar Gold-fields	408	10	4,250	400	10	2,800	280	40,590	31,900	8,690	...	...	
<i>Metre gauge—</i>													
Yerrampur-Mysore Frontier section (incldg. M.-Nanjangad)	71	66	3,083	60	66	9,900	44	44,232	25,700	18,532	...	...	
The Cuckwar's Nihama	81	23	5,314	59	23	6,300	70	60,880	64,800	3,920	...	...	
Kolhapur	85	29	1,675	58	29	2,800	97	14,295	22,100	7,805	...	...	
<i>Special gauges—</i>													
The Cuckwar's Dabhol	58	79	3,385	48	79	4,600	58	33,721	38,400	4,679	...	...	
Kajipala	13	19	3,12	16	19	1,100	46	1,413	6,700	5,287	...	...	
Luoch Behar	63	22	1,364	62	25	1,300	52	13,878	12,500	1,378	...	...	
TOTAL	123	990	1,06,433	107	1,003	1,32,200	122	1,23,341	1,28,900	5,559	...	...	
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhadravagar-Gondal-Jumagad-Porbandar	126	334	26,086	80	334	45,400	126	3,11,124	3,97,000	85,876	...	...	
Jaisalmer-Kajkot	80	46	2,833	62	46	4,000	107	33,877	38,100	4,223	...	...	
Jamnagar	38	54	1,571	29	54	2,500	52	15,701	21,400	5,699	...	...	
Udhagamandalam	...	...	...	...	31	1,400	67	...	12,700	12,700	...	...	
Jodhpur-Bikaner	66	60	19,011	55	407	34,300	79	2,30,755	3,70,000	1,39,245	...	...	
Woddybale-Chitor	43	60	1,974	33	60	2,900	48	20,204	20,500	296	...	...	
<i>Special gauge—</i>													
Morvi	82	94	5,243	56	94	9,800	104	38,205	79,300	41,095	...	...	
TOTAL	96	952	58,158	61	1,010	99,300	98	6,68,869	9,42,100	2,73,231	...	...	
GRAND TOTAL	273	20,057	54,07,304	248	22,159	59,74,400	289	5,47,21,506	5,92,09,300	44,87,794	...	...	

(a) Includes Jamnagar and Kutch and Hyderabad-Shadilpur rly.

(b) Includes Beswada-Madras rly.

(c) From 14th to 15th March, 1898.

W. J. McELHINNY, Capt., R.E.,

Offg. Under Secy. to the Govt. of India.

Calcutta, the 24th March, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. XLVIII of 1898-99.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April, 1898*, audited figures have been used, so far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 22ND MARCH, 1898.				WEEK ENDING 17TH MARCH, 1899.				Earnings from 1st April, 1897, to 12th March, 1898.	Earnings from 1st April, 1898, to 12th March, 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—		Miles.	Rs.	As.	Miles.	Rs.	As.						
East Indian	554	1,740	11,23,787	646	1,747	12,82,000	734	5,56,394,340	5,44,12,000	7,61,460	...	...	
Bengal Local	125	125	19,487	156	125	19,200	154	11,21,403	9,56,000	...	1,35,403	...	
Bengal-Nagpur	139	862	1,44,917	166	1,186	2,09,000	176	57,78,014	67,54,000	9,75,986	...	...	
Indian Midland (including Bhopal-Rani)	155	732	1,19,613	147	868	1,30,000	150	58,01,079	59,36,000	1,34,921	...	...	
Berwada extn. (East Coast State)	155	21	5,395	253	21	2,800	133	1,58,998	1,41,000	...	17,998	...	
Madras-Ends sec. (Berwada-Mad.)	135	9	3,399	378	9	1,000	111	56,733	41,700	...	15,033	...	
Metro gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	210	1,815	4,83,507	233	1,815	4,78,000	263	1,86,73,400	2,18,15,000	31,41,598	...	...	
Patanpur-Dacca	64	17	837	49	17	700	41	37,937	37,000	...	337	...	
South Indian	106	1,042	1,48,490	143	1,022	1,42,000	139	85,16,820	78,80,000	...	6,36,820	...	
Mayavaram-Mutput	92	54	4,380	81	54	3,800	74	2,46,324	2,28,000	...	18,324	...	
Southern Maratha (incldg. G.-M. Feeds sec.)	113	1,165	1,04,391	90	1,165	1,12,000	95	65,23,537	51,17,000	...	14,06,537	...	
Myseer section (Southern Maratha)	123	295	29,838	101	295	30,200	68	18,13,505	11,73,000	...	6,40,505	...	
Bengal and North-Western system	147	827	1,20,612	146	928	1,44,000	153	58,72,462	61,80,000	3,07,538	...	...	
Lucknow-Bareilly	81	231	16,356	71	231	25,000	104	8,15,876	9,87,000	1,71,174	...	...	
Assam-Bengal	73	286	23,803	83	415	54,300	131	9,62,787	13,18,000	3,49,213	...	...	
Burma	106	936	2,32,342	248	936	1,84,000	197	80,03,120	81,11,000	4,67,880	...	...	
TOTAL	243	10,170	46,10,000	247	10,836	28,05,900	259	12,01,12,000	11,31,00,000	29,12,000	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	8,60,461	298	2,886	6,64,000	230	3,33,12,046	3,43,61,000	10,49,954	...	...	
Quetta and Kohistan (incldg. the m.g. line)	193	875	1,56,315	179	1,013	1,86,000	181	32,88,301	94,85,000	11,96,699	...	...	
Bombay-Bengal (incldg. metre & 2'6")	362	818	2,54,429	311	825	2,47,000	299	1,46,22,004	1,34,30,000	...	1,28,904	...	
East Coast (b)	106	536	63,472	118	795	84,800	107	27,05,805	20,38,000	...	6,67,805	...	
Special gauges—													
Orkut	69	28	831	30	28	1,700	61	91,608	80,400	...	11,208	...	
Cherra-Companygaaj	44	5	(c) 30	6	8	700	17	(d) 1,800	(e) 1,800	...	2,513	...	
TOTAL	235	5,146	13,35,538	259	5,535	11,24,800	413	5,90,77,645	6,00,13,200	9,35,355	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula (b)	381	1,691	6,30,437	429	1,491	8,44,000	566	1,73,47,186	3,44,76,000	71,28,814	...	...	
Bombay, Baroda and Central India	596	401	2,48,161	338	401	2,44,000	548	1,32,36,534	1,34,24,000	21,87,490	...	...	
Madras	261	840	2,05,424	245	840	1,83,000	218	1,01,87,451	97,99,000	...	4,88,451	...	
TOTAL	379	2,792	10,84,022	391	2,792	12,71,000	473	5,13,71,141	5,76,99,000	83,27,859	...	...	
TOTAL (GUARANTEED AND STATE)													
Assisted companies.	262	18,118	49,38,600	273	19,155	53,11,100	277	23,15,06,180	24,28,15,500	1,12,24,419	...	...	
Standard gauge—													
Delhi-Umballa-Kalka	207	163	29,107	180	163	29,100	180	16,35,981	13,53,000	...	2,82,981	...	
Tarapur	278	22	7,210	328	22	11,600	327	2,99,541	2,97,000	...	2,541	...	
Southern Punjab (Delhi-Samana)	42	400	16,322	41	413	20,400	49	17,79,198	13,89,000	12,00,802	...	...	
Tapti Valley	...	...	...	...	20	1,300	30	...	(f) 17,100	7,800	...	...	
Metro gauge—													
Mymensingh-Jamalpur-Jagannath-ganj	...	...	...	...	33	1,400	49	...	(g) 19,800	19,800	...	...	
Rohilkhand and Kumaon (Co. sec.)	131	66	7,482	111	66	11,400	172	3,83,097	4,45,000	61,903	...	...	
Bengal Douara	149	36	2,795	75	36	2,500	64	2,63,374	2,50,000	...	13,374	...	
Dibru-Satya	198	78	14,080	188	78	24,500	314	7,42,523	7,00,000	22,477	...	...	
Ahmedabad-Panaji	45	35	1,432	26	55	2,900	53	(h) 1,887	1,51,000	59,113	...	...	
Special gauges—													
Ujjain-Himalayan	224	51	11,943	234	51	12,000	235	6,14,138	6,98,000	3,813	...	...	
Batli	125	21	3,412	102	21	4,500	214	1,30,989	1,23,000	...	7,989	...	
TOTAL	147	891	94,793	106	973	1,21,000	125	45,29,776	55,00,000	9,71,224	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bira-Coona	76	74	2,120	29	74	4,600	62	92,560	1,55,000	62,440	...	...	
Bhopal-Ujjain	61	114	7,351	64	114	14,300	123	3,38,178	4,12,000	73,822	...	...	
Nagda-Lajpur	80	35	2,448	70	34	2,200	65	1,01,225	1,10,000	8,775	...	...	
The Nizam's guaranteed state	211	334	58,474	175	334	75,300	226	34,33,344	37,10,000	2,76,656	...	...	
The Cuckwar's Pottal	84	13	452	35	13	800	62	50,260	53,300	...	3,040	...	
Rajmohar-Batinda	122	108	14,583	135	108	13,800	119	6,59,302	6,30,000	...	29,302	...	
Kolar-Goldfields	492	17	4,850	400	10	2,800	260	1,97,453	1,84,000	...	13,453	...	
Metro gauge—													
Yavatpur-Mysore Frontier section (incldg. M.-Nanjangud)	84	66	3,983	66	66	2,900	44	2,79,761	1,80,000	...	99,761	...	
The Cuckwar's Mohana	71	93	5,514	59	93	6,500	70	3,23,092	3,38,000	6,908	...	...	
Kolhapur	57	29	1,675	58	29	2,800	97	81,599	83,500	901	...	...	
Special gauges—													
The Cuckwar's Dabhol	31	79	3,325	42	79	4,600	38	1,94,759	2,04,000	9,241	...	...	
Rajpura	11	19	312	16	24	1,100	46	7,158	1,2,100	7,944	...	...	
Cocan Bihar	54	22	1,364	62	25	1,300	51	56,100	61,000	4,900	...	...	
TOTAL	120	996	1,06,453	107	1,003	1,34,200	132	58,22,451	61,54,100	3,31,649	...	...	
Lines owned and worked by native states.													
Metro gauge—													
Bharatpur-Gondal-Juniad-Porbandar	97	334	26,626	80	334	45,400	136	15,88,845	16,89,000	96,155	...	...	
Jalavi-Rajkot	82	46	2,823	60	46	4,900	107	1,20,941	1,73,000	...	52,059	...	
Jamnagar	38	54	1,571	29	54	2,800	52	(j) 1,00,179	1,01,000	2,821	...	...	
Dhishgadra	...	...	...	...	21	1,400	67	...	(k) 37,100	37,100	...	...	
Jodhpore-Bikaner	62	364	19,911	35	407	32,300	79	11,13,257	24,28,000	3,44,743	...	...	
Odyssey-Chitor	38	60	1,274	33	60	2,900	48	1,14,900	1,40,000	33,100	...	...	
Special gauges—													
Mora	83	54	3,243	56	94	9,800	104	3,92,277	3,81,000	...	11,277	...	
TOTAL	75	952	53,158	61	1,016	92,500	92	34,94,408	39,37,100	4,42,692	...	...	
GRAND TOTAL													
	243	10,952	51,97,550	248	22,175	56,64,400	255	24,41,07,841	25,89,25,600	1,47,17,759	...	...	

(a) Includes Jamnagar and Kutch and Hyderabad-Samardhi etc.

(b) Includes Berwada-Madras.

(c) From 6th to 12th March, 1898.

(d) From 1st April to 12th June, 1897, and from 6th to 12th March, 1898.

(e) From 1st to 24th April, 1897, and from 1st December, 1897, to 12th March, 1898.

(f) From 10th November, 1897, to 12th March, 1898.

(g) From 1st December, 1897, to 12th March, 1898.

(h) From 15th October, 1897, to 12th March, 1898.

(i) From 1st April, 1897, to 12th March, 1898.

(j) From 1st April, 1897, to 12th March, 1898.

(k) From 1st June, 1897, to 12th March, 1898.

W. J. McELHINNY, Capt., R.E.

Offg. Under Secy. to the Govt. of India.

Calcutta, 24th March, 1899.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the week ending at 8 a.m. on  
Saturday, March 11th, 1899.**

Although no storm, during the week under review, has been comparable with that which crossed India during the previous week, yet the weather over Northern India has been feebly disturbed and unsettled and two or three shallow storms have crossed the country from West to East. As a result thunderstorms with light rain and hail have been experienced over North-West and North-East India, and dust-storms and gales of wind over the Gangetic Plain. On the first day of the week the showers were received over Assam, Upper Burma and East Bengal, but on the next day, the 6th, they were reported only from North-West India, where they were fairly general; on the 7th the showers were few and were experienced about equally in the North-West and North-East; similar weather prevailed on the 8th, but on the 9th the rainfall area extended both in the North-West and North-East, while the rainfall amounts were heavier in the North-East. On the 10th, rain almost ceased, but on the 11th, it recommenced in the North-West though it remained very light and scattered in the North-East. While this feebly unsettled and showery weather prevailed over Northern India, conditions in Central and Southern India were very quiet, and fine, dry weather, with generally higher temperatures than usual, prevailed throughout the week. In Northern India temperature conditions were fairly steady, thus in North-East India the mean temperature was more or less below the normal throughout the week, while in North-West there was an equally steady excess. The amount and extent of the deficiency in the North-East, as of the excess in the North-West, varied from day to day, but, generally speaking, the temperature conditions were very constant during the week.

**Daily Summary.—Sunday, March 5th.**—The barometer was falling briskly to rapidly over North-West India and a shallow storm was shown over the Western desert. Pressure was also relatively less over Bengal, while it was relatively high over the central parts of the country and the Assam Valley. The winds were Southerly and South-Westerly on the Bay coast, Easterly in North Bengal and Bihar and more or less variable elsewhere. The sky was cloudy in parts of North-West and North-East India and rain had fallen at Lashio, Mymensingh, Silchar, Sibsagar and Darjeeling, and a light snow-storm was reported from Minimarg (Kashmir). The mean temperature was low for the season over Bengal, Assam and Burma and across the head of the Peninsula; elsewhere it was excessive.

**Monday, March 6th.**—Pressure had changed little except over the east of the Punjab, Rajputana, the west of the North-Western Provinces, and the adjoining parts of Central India and the Central Provinces. In these regions the barometer had fallen briskly to rapidly, due to the advance of the depression which, on the previous day, was shown over the Western desert. A well marked Easterly current of wind blew across Bengal and up the Gangetic Plain, but elsewhere the winds were more or less variable. The sky remained cloudy in parts of North-West and North-East India. Light snow had fallen at Minimarg and light rain over the North-West Himalayas as well as at Sialkot, Rawalpindi, and Bhamo. The weather was very cool over North-East India and very hot for the time of year over North-West India, but elsewhere the mean temperature was about normal.

**Tuesday, March 7th.**—The depression noticed on the two preceding days had reached the east of the North-Western Provinces and the west of Bengal. Otherwise, there had been no great change. Easterly winds continued in North Bengal and up the Gangetic Plain, while North-Westerly winds were reported over Rajputana and North Bombay and variable breezes elsewhere. The sky was slightly cloudy in the extreme North-East and extreme North-West, while a thunderstorm had given 1.32 inches of rain and hail to Chittagong, and showers had been received at Silchar, Darjeeling, Mussooree, Simla and Murree. The heat was less than usual in Assam, Burma and the south of the Peninsula, but was excessive elsewhere, more particularly within a region extending from Jhansi through Rajputana to Upper Sind.

**Wednesday, March 8th.**—The barometer had risen briskly over the North-Western Provinces, and the depression which was shown there on the 7th had travelled east-south-eastward to Lower and South-West Bengal. At the same time a fresh depression had appeared over the Western desert. Strongish



South-Westerly winds were blowing at the head of the Bay and Easterly breezes continued to be reported from North Bengal, but elsewhere the wind directions were very variable. The sky was cloudy in parts of North-East and North-West India and showers had been received at Narayanganj, Silchar, Sibsagar, Mussooree and Chakrata. The heat remained low for the time of year in Assam, Burma and the south of the Peninsula, and high in all other places.

*Thursday, March 9th.*—The Bengal depression\* had practically filled up, while on the contrary that noticed over the Western desert had travelled to the South Punjab and become deeper. The weather had continued cloudy and showery in parts of North-East India and had become more cloudy and unsettled in the North-West under the influence of the new storms. The temperature conditions were unchanged.

*Friday, March 10th.*—The barometer had risen everywhere. The depression noticed over the South Punjab had passed on down the Gangetic Plain and was shown over the North-Western Provinces where it was filling up. The winds were variable throughout the country. There had been no change in the general weather. Cloudy skies continued to be reported in the North-West and North-East, and showers had been received at a few stations. The Assam Valley, Central Burma and part of Madras reported lower temperatures than usual, but elsewhere the heat was excessive.

*Saturday, March 11th.*—Pressure had continued to increase. Readings were high along the foot of the hills and relatively high and very uniform over the Peninsula and the central parts of the country, while a band of low pressure extended from Upper Sind to the head of the Bay. Northerly to Easterly winds with showery and cloudy weather prevailed to the north of the band, while fine quiet weather prevailed to the south with light variable winds. The heat was excessive, except in Central Burma and in Madras.

**Temperature.**—The weather had been hotter than usual over by far the greater part of the country during the week under review. In North-West India the showers, which fell on and near the hills on most days of the week, had comparatively little influence on the temperature and never reduced the mean temperature to below the normal, but in the North-East, on the contrary, the showers exercised a considerable effect, and for several days Bengal, Assam and Burma reported temperatures below the normal average. Over the Peninsula the temperature conditions were more nearly normal, but towards the close of the week an area of low temperature appeared in the extreme South and subsequently extended northward over a considerable part of Madras.

The following table gives mean temperature variation data for the week :—

PROVINCE.	MARCH 1899.							Mean variation of week.
	5th.	6th.	7th.	8th.	9th.	10th.	11th.	
	°	°	°	°	°	°	°	°
Burma . . . . .	—0·3	—1·0	—1·9	—0·8	—0·2	—0·3	—0·8	—0·9
Assam . . . . .	—4·3	—4·8	—3·8	—3·8	—0·6	—3·0	+0·7	—2·7
Bengal . . . . .	—0·4	—0·7	+0·6	+1·7	+1·2	+1·4	+1·7	+0·8
Orissa . . . . .	+0·1	+1·8	+4·5	+4·1	+1·7	+5·0	+4·2	+3·1
Bihar . . . . .	+0·1	—0·9	+2·0	+2·5	+0·2	+1·6	+2·4	+1·1
Chota Nagpur . . . . .	+1·0	+1·3	+5·1	+8·0	+4·0	+5·9	+6·6	+4·6
North-Western Provinces and Oudh . . . . .	+3·0	+6·0	+5·9	+3·5	+4·0	+5·7	+4·3	+4·6
Punjab . . . . .	+6·3	+7·4	+3·1	+3·6	+5·9	+3·9	+4·4	+4·9
Sind . . . . .	+5·5	+6·9	+8·0	+5·7	+5·3	+3·7	+0·6	+5·1
Rajputana . . . . .	+5·3	+9·2	+6·8	+4·2	+8·1	+5·5	+5·7	+0·4
Gujarat . . . . .	+3·9	+4·1	+4·4	+3·9	+2·8	+2·2	—0·6	+3·0
Central India . . . . .	+1·5	+4·9	+5·9	+2·3	+3·7	+4·9	+4·6	+4·0
Central Provinces . . . . .	—0·5	+1·7	+3·8	+2·8	+1·9	+3·6	+4·6	+2·6
Berar . . . . .	—1·2	+0·1	+3·3	+3·4	+1·6	+3·7	+3·5	+2·1
West Coast . . . . .	+0·7	+0·6	+0·5	—0·5	+0·5	+1·0	+0·1	+0·4
Bombay Deccan . . . . .	+0·1	+1·0	+1·5	+0·4	+0·9	+2·0	+0·8	+1·0
Mysore . . . . .	+2·9	+1·0	+0·4	+2·1	+1·6	+0·9	—0·1	+1·3
Madras Coast . . . . .	+2·2	—0·1	+0·6	—0·1	+0·5	—0·3	—0·5	+0·3
Madras Deccan . . . . .	+1·7	+1·7	+2·2	+1·4	+1·3	+0·9	+0·5	+1·4
South India . . . . .	+0·3	+1·1	—1·7	—2·1	—2·0	—1·2	—3·1	—1·2
Mean for whole of India . . . . .	+1·4	+2·0	+2·6	+2·2	+2·1	+2·4	+2·0	+2·1



The general temperature of the whole country was higher than usual on each day of the week, the excess ranging from  $1^{\circ}4$  on the 5th to  $2^{\circ}6$  on the 7th. The provincial variations show that the mean temperature was lower than usual on all days in Burma, on every day but one in Assam and on every day but two in South India, but that elsewhere with one or two trifling and unimportant exceptions the heat was steadily excessive throughout the week. The excess averaged over  $6^{\circ}$  in Rajputana, over  $5^{\circ}$  in Sind and over  $4^{\circ}$  in Chota Nagpur, the North-Western Provinces, the Punjab and Central India. The following were the highest maxima recorded on each day :—

March 5th, Cuddapah . . . . .	102°·2
" 6th " . . . . .	101°·2
" 7th, Cuttack . . . . .	101°·9
" 8th, Cuddapah . . . . .	102°·7
" 9th " . . . . .	102°·7
" 10th " . . . . .	102°·7
" 11th " . . . . .	103°·2

**Rainfall.**—As shown in the earlier portions of this summary the whole of Burma, the Peninsula and the central parts of India have experienced fine quiet weather during the week under review and no rain whatever has fallen during that period over these regions. On the contrary, over Northern India the weather has been feebly disturbed, the unsettledness being caused by a series of slight depressions or storms which drifted from west to east across the country. The effect of these storms or depressions on the weather was everywhere slight, but this was particularly the case while they were traversing the North-West Provinces and West Bengal where their presence was mainly manifested in dust-storms and strong winds and where they hardly occasioned any rainfall. In Baluchistan and North-West India the depressions gave fair showers, more particularly on the hills, and the weather was squally and gusty, but it was mainly in North-East India that the influence of the depressions was felt, and in some parts of this area the falls of rain were moderately heavy.

The rainfall table at the close of the summary shows that during the week under review, rain averaging one-tenth of an inch or more was received in eleven of the rainfall divisions, *viz.*, East Bengal, the three Assam divisions, North Bengal, the Bengal hills, the hills of the North-Western Provinces, the Central Punjab, the Punjab hills, Sind and Baluchistan, the heaviest average actual fall being  $2\cdot47$ " in the Surma division of Assam and the lightest  $0\cdot10$ " in the Punjab hills. In all other parts of the country the rainfall of the week has been actually or practically *nil*. The average actual rainfall was heavier than the average normal rainfall by small or moderate amounts in East Bengal, the Assam hills, the Brahmaputra Valley, North Bengal and the Bengal hills, and by a considerable amount in the Surma district, but in all other places the fall was lighter than usual. The principal cases of deficiency were shown in the North Punjab and the North-West Himalayas.

The following are the principal large totals recorded at individual stations during the week :—

East Bengal—Munshiganj, Dacca . . . . .	2·11 inches.
Assam—Sylhet . . . . .	3·50 "
Mandakata, Gauhati . . . . .	2·14 "

The three concluding columns of the table show that for the two weeks ending 11th March the rainfall has been heavier than usual in East Bengal, the Assam divisions and Bengal hills, but that in all the remaining divisions it has been less than the normal, and that over a considerable part of the country no rain whatever has been received.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING 11TH MARCH 1899.			RAINFALL DATA FROM 35TH FEBRUARY TO 11TH MARCH 1899.		
		Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, 26th Feb- ruary to 11th March.	Excess or defect of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'02	-0'02	0	0'02	-100
	2. Lower Burma Deltaic	0	0	0	0	0'05	-100
	3. Central do.	0	0	0	0	0	0
	4. Upper do.	0'01	0'10	-0'09	0'01	0'10	-95
	5. Arakan	0	0'06	-0'06	0	0'12	-100
PENJAB AND ASSAM	6. Eastern Bengal	0'53	0'45	+0'08	2'02	0'94	+115
	7. Assam Surma	2'47	1'45	+1'02	4'06	2'48	+64
	8. Do. Hills	0'86	0'40	+0'37	1'93	0'90	+114
	9. Do. Brahmaputra	1'11	0'59	+0'52	1'82	1'00	+82
	10. Deltaic Bengal	0'01	0'35	-0'34	0'72	0'80	-10
	11. Central do.	0	0'20	-0'20	0'25	0'36	-31
	12. North do.	0'24	0'20	+0'04	0'24	0'29	-17
	13. Bengal Hills	0'38	0'32	+0'06	0'58	0'44	+32
	14. Orissa	0	0'27	-0'27	0'11	0'42	-74
	15. Chota Nagpur	0	0'31	-0'31	0	0'44	-100
	16. South Bihar	0'01	0'12	-0'11	0'01	0'16	-94
	17. North do.	0'01	0'16	-0'15	0'01	0'20	-95
	18. North-Western Provin- ces East	0	0'09	-0'09	0	0'13	-100
	19. South Oudh	0	0'12	-0'12	0	0'13	-100
	20. North do.	0	0'17	-0'17	0	0'19	-100
NORTH-WESTERN PROVINCES AND OUDH.	21. North-Western Provin- ces Central	0'01	0'13	-0'12	0'01	0'16	-94
	22. North-Western Provin- ces West	0'01	0'17	-0'16	0'01	0'23	-96
	23. North-Western Provin- ces East Submon- tane	0	0'13	-0'13	0	0'21	-100
	24. North-Western Provin- ces West Submon- tane	0'03	0'37	-0'34	0'03	0'48	-94
	25. North-Western Provin- ces Hills	0'18	0'92	-0'74	0'18	1'45	-88
PUNJAB	26. South-East Punjab	0	0'19	-0'19	0	0'23	-100
	27. South do.	0	0'18	-0'18	0	0'25	-100
	28. Central do.	0'11	0'42	-0'31	0'11	0'59	-81
	29. Punjab Submontane	0'03	0'46	-0'44	0'02	0'65	-97
	30. Do. Hills	0'10	0'77	-0'67	0'10	1'44	-93
	31. North Punjab	0'03	0'44	-0'41	0'03	0'78	-96
	32. West do.	0'08	0'14	-0'06	0'08	0'23	-68
	33. Malabar	0'02	0'12	-0'10	0'06	0'18	-67
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	34. Madras South-Cen- tral	0	0'12	-0'12	0'01	0'21	-95
	35. Coorg	0	0'22	-0'22	0	0'32	-100
	36. Mysore	0	0'07	-0'07	0	0'08	-100
	37. Konkan	0	0	0	0	0'01	-100
	38. Bombay Deccan	0	0'02	-0'02	0	0'03	-100
CENTRAL PROV- INCES AND BENGAL.	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0	0	0	0'01	-100
	41. Berar	0	0'03	-0'03	0	0'09	-100
	42. Central Provinces West	0	0'02	-0'02	0	0'08	-100
	43. Central Provinces Cen- tral	0	0'08	-0'08	0'01	0'14	-93
BOMBAY (NORTH)	44. Central Provinces East	0	0'23	-0'23	0'01	0'31	-97
	45. Gujarat	0	0	0	0	0	0
	46. Kathiawar	0	0'06	-0'06	0	0'10	-100
	47. Sind	0'11	0'12	-0'01	0'11	0'19	-42
	48. Baluchistan Hills	0'41	0'41	0	0'43	1'03	-58
RAJPUTANA AND CENTRAL INDIA.	49. Central India East	0	0'03	-0'03	0	0'08	-100
	50. Rajputana East, Cen- tral India West	0	0'06	-0'06	0	0'09	-100
	51. West Rajputana	0	0'02	-0'02	0	0'10	-100
	52. East Coast North	0	0'13	-0'13	0'06	0'18	-67
	52-A. Do. do. (a)	0	0	0	0	0'18	-100
MADRAS.	53. Hyderabad South	0	0'08	-0'08	0	0'10	-100
	54. Madras Central	0	0'02	-0'02	0	0'03	-100
	55. East Coast Central	0	0'07	-0'07	0	0'09	-100
	56. Do. South	0	0'10	-0'10	0	0'13	-100
	57. Madras South	0	0'16	-0'16	0	0'34	-100

W. L. DALLAS,

Asst. Meteorological Reporter  
to the Government of India.

SIMLA, the 16th March 1899.

T. W. HOLDERNESS,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 18th March.*—No rain fell during the week. Water supplies are adequate generally. Some small sowings are proceeding. The standing crops are generally good. The harvest continues to yield an almost normal outturn. Pasture is scanty but fodder is sufficient. The condition of cattle is generally good. Prices are almost stationary, but are slightly dearer in the Deccan and southern districts.

**Bombay.**—*For week ending 22nd March.*—Slight rain fell in parts of Sind during the week. The standing crops have been injured by high winds and rain in one taluka of Hyderabad and by rats in two talukas of Bijapur. American cotton has been blighted in two talukas of Dharwar. The opium crop has been damaged in parts of Baroda territory. The reaping of the late crops is progressing in sixteen and preparations for next season are being made in twelve districts. Cotton-picking continues in parts of Gujarat and the Karnatak. Fodder is sufficient. Prices have fallen in ten and risen in two districts; elsewhere they are stationary.

**Bengal.**—*For week ending 20th March.*—There was no rain during the week. Fine dry weather is reported throughout the Province. The harvesting of the spring crops, pressing of sugarcane, and lancing of opium continue. Spring rice and other crops in the ground are doing well. Ploughing for autumn rice and jute is in progress, and sowing has commenced in parts. Rain is wanted in some districts. There is plenty of fodder everywhere, except in parts of Midnapore. The price of rice is reported to have risen in some places, but prices are on the whole stationary.

**North-Western Provinces and Oudh.**—*For week ending 22nd March.*—With the exception of showers in the hill districts and in two of the western submontane districts, the weather has been clear during the week. The harvesting of the spring crops is progressing and threshing has begun in parts. Sugarcane planting continues and extra crops are being sown and irrigated. The extraction of opium is proceeding. Prospects are good. Supplies and fodder are sufficient. Prices are stationary or falling.

**Punjab.**—*For week ending 22nd March.*—Rain fell during the week in the Sialkot, Rawalpindi, Peshawar and Dera Ismail Khan districts. Ploughings for the autumn crops and cultivation of extra spring crops are in progress. Crops on irrigated lands are generally fair, but those on unirrigated areas are mostly suffering from the long drought; they have failed in Delhi and are withering in Lahore. Rain is badly wanted throughout the province. The yield of the spring crops is generally expected to be decidedly below the average. The standing crops have been damaged by rats in parts of Umballa, by caterpillars in parts of Ferozepore and Lahore and by hail in parts of Sialkot. Cattle are generally in good condition; their condition is reported poor in Delhi only. Fodder is said to be sufficient in all districts, except in Delhi, Umballa, Lahore, Shahpur and Dera Ismail Khan. Prices, especially of wheat, are rising in Shahpur, falling in Delhi, Umballa, Amritsar, Rawalpindi and Peshawar, and are unchanged elsewhere. Wheat is selling from 15½ to 20, gram 20 to 22, barley 28, bulrush millet 18 to 22½, maize 26 to 32, great millet 23 and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 21st March.*—The weather is clear; the nights and mornings are cool but the day temperatures are high for the



season. The reaping of the spring crops is approaching completion in most districts and threshing has commenced. The planting of sugarcane is in progress in Chanda, Bhandara and Sambalpur. Some signs of distress are appearing in the open part of Damoh owing to want of employment. Water is getting scarce in parts of Mandla and Betul. Fodder is scarce in Sambalpur and in the Warora tahsil of Chanda. The price of wheat, gram and juar has fallen in 6, 3 and 5 districts respectively. The price of rice is on the whole steady, but there is a rise in the rate in Saugor and Seoni. The cheapest prices are:—wheat 21, gram 32, rice 22 and juar 28½ seers per rupee. The dearest prices are:—wheat 12, gram 16, rice 11 and juar 21 seers per rupee.

**Burma.**—*For week ending 18th March.*—In Upper Burma the transplanting of dry weather paddy has been completed in several districts. The reaping of island and other miscellaneous crops is becoming more general. The standing crops continue to promise well everywhere. The price of paddy has risen slightly in Thaton and Pakokku and fallen to some extent in Prome and Thongwa; elsewhere it is stationary.

**Assam.**—*For week ending 21st March.*—Slight rain fell in Upper Assam and in the Naga Hills during the week. Ploughing for early and late broadcast rice in the Assam Valley districts is in progress. Sowing of early rice in the Assam Valley and of lowland winter rice in Sylhet has commenced. The gathering of mustard has been almost completed. The gathering of pulses, hoeing and plucking of tea and pressing of sugarcane continue. The prospects of sugarcane and tea are good. Land is being prepared for jute in Goalpara and for sugarcane in Darrang. Fodder is scarce in the Naga Hills. Water is insufficient in Nowgong and in parts of Sylhet. Prices—common rice, Sylhet 19. Silchar, Dhubri, Gauhati, Tezpur and Nowgong 16, Sibsagar 13 and Dibrugarah 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 22nd March.*—**MYSORE:** The standing crops are in good condition. Paddy has been harvested in parts of Tumkur and ragi (*eleusine coracana*) in Mysore. Prices have risen slightly in Hassan and Kadur and have fallen in Bangalore, Kolar, Chitaldroog and Shimoga.

**COORG:** No crop standing. Water and fodder for cattle are sufficient. Prices of food grains are stationary.

**Berar and Hyderabad.**—*For week ending 22nd March.*—**BERAR:** The days are hot, but the nights and mornings are cool. The harvesting of the winter crops has almost been completed. Land is being prepared for the ensuing rain crop. Fodder and water are insufficient in parts of four districts. Prices are fluctuating.

**HYDERABAD:** No rain fell during the week. The spring harvest is still proceeding. The standing winter rice crop is in fairly good condition. Prices of grain continue to fall in parts. Prices—wheat 9½, coarse rice 10½ and jowari 23½ seers per current sicca rupee.

**Central India.**—*For week ending 22nd March.*—No rain fell in Central India during the week. Agricultural operations are in progress throughout the Agency. The standing crops are in fairly good condition. The condition of opium is good. Prices are above the normal in Bundelkhand, but are normal elsewhere.

**Rajputana.**—*For week ending 22nd March.*—Slight rain fell in Bikanir during the week. Agricultural operations are satisfactory except in Merwara. The condition of the crops is generally good, except in Ajmere-Merwara. Crops are being harvested; the average estimated spring outturn in Ajmere is 11½ annas and in Merwara 6 annas. Fodder is scarce in 9 states. Prices are rising in 2 states, falling in 2, fluctuating in 1 and steady elsewhere. Emigration from the distressed Ajmere villages and from Merwara continues: 63 persons



emigrated during the week. The total emigration from Merwara up to date numbers 4,329 persons. The numbers employed on relief works were 401 in Ajmere, 4,225 in Merwara and 965 in Marwar. The price of gram in Marwar is 15, in Ajmere 18 and in Beawar 22 seers per rupee.

**Kashmir.**—*For week ending 21st March.*—The weather is fine. Prices continue below the normal. The price of rice is 27 seers per rupee.

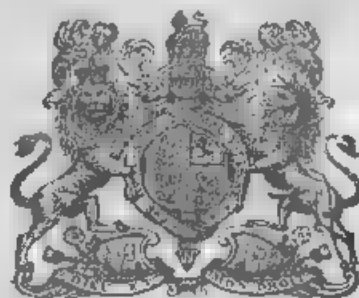
**JAMMU PROVINCE:** *For week ending 22nd March.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18 and maize at 24 seers per rupee.

**Nepal.**—*For week ending 18th March.*—No rain fell during the week. The weather is seasonable with high winds. The price of rice is 8½ seers per rupee.

T. W. HOLDERNESS,

*Secretary to the Government of India.*





SUPPLEMENT TO

# The Gazette of India.

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No. 13.1

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Toungayin—</i>												
Mergui . . . . .	...	...	34'78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	24'52	...	...	...	...	...	...	...	...	...
Moulmein and Amberst . . . . .	...	...	26'9	...	30'38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	26'67	...	35'36	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	30'05	...	...	...	...	...	...	...	...	...
Bassien . . . . .	...	...	27'95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Hessada . . . . .	...	...	29'5	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29'63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31'85	...	30'33	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	34'6	...	...	...	...	...	...	...	14'81	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	28	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Golpara . . . . .	12'5	12'5	25	33'25	...	...	...	...	...	...	...	...
Gaubali . . . . .	...	...	25'25	31'25	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	28'5	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	27'25	32'5	27'5	48'75	...	...	15	15	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	25	27'5	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	30	37'5	...	...	26'25	26'25	20	21'25
<i>Central—</i>												
Bardwan . . . . .	...	...	22'5	28'75	23'75	...	...	...	...	...	...	...
Pabna . . . . .	...	...	21'25	30'25	24'22	50	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	22'5	31'25	30	50	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22'56	24'37	29'06	45'31	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18'49	25'62	20	22'5	...	...	11'87	23'12	13'12	20
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	22'66	26'56	22'66	36'25	...	...	15'28	27'5	...	...
Muzaffarpur . . . . .	...	...	28'59	27'5	28	40	...	...	20	20	...	...
<b>N. W. Provinces—</b>												
<i>Northern—</i>												
Benares . . . . .	15'26	22'34	26'67	36'67	24'49	32'03	27'92	39'56	16'41	25'43	15'88	19'29
<i>Central—</i>												
Cannore . . . . .	16'3	20	26'67	34'79	23'91	30'21	26'67	32'66	15'1	22'76	15'1	19'4
Jaunpur . . . . .	14'69	21'00	22'03	27'19	20'25	32'03	30'94	37'81	14'69	17'84	14'11	18'87
<i>Western—</i>												
Morut . . . . .	...	...	23'33	...	35	32'03	28'34	...	...	...	...	...
Agia . . . . .	...	...	37'5	40	24'37	20	29'37	...	13	18'75	25'31	...
<i>Submontane, NW—</i>												
Shahjahanpur . . . . .	...	...	27'6	...	22'24	29'11	...	...	12'5	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	12'32	21'04	27'58	35'16	22'85	30'78	27'57	34'58	13'33	20	13'63	19'29
<i>Northern—</i>												
Fyzabad . . . . .	15'31	18'59	23'32	...	22'81	25'67 and 31'35	...	...	...	21'61	13'28	14'18

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ARHAR DAL.		GHI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												<b>Burma—</b>
												<i>Tenasserim—</i>
												Mergui.
						37'64						Tavoy.
						35'73		30'38				Moulmein and Amherst.
												<i>Pegu (deltaic)—</i>
						28'07		37'66				Rangoon.
												Thongwa.
						27'88						Bassein.
												<i>Pegu (inland)—</i>
						38'09		60'48				Heugada.
												Toungoo.
												<i>Upper Burma—</i>
				9'00		19'17		35'76				Mandalay.
												Bamo.
						20		55'69				Pakokku.
												<i>Arakan—</i>
						38'09		33'35				Kyaukpada.
												Akyah.
												<b>Assam—</b>
												<i>Brassmapra—</i>
												Gualpara.
												Gauhati.
												<b>Bengal—</b>
						30		43'5		400	400	<i>Eastern—</i>
						23'73	36'73	27'5	40	420	330	Chittagong.
												Dacca.
												<i>Deltaic—</i>
										305	330	Midnapur.
22'5	22'5			12'5	21'25	22'5	37'5	32'5	35	320	320	Calcutta.
						18'75	32'5	28'75	33'12	300	300	<i>Central—</i>
						24'00	50	31'25	37'5	580	580	Bardwan.
												Patna.
				25	25	20	45	40	65	350	300	<i>Northern—</i>
												Rangpur.
						20'04	25'31	17'07	24'37	343	330	<i>Orissa—</i>
												Cuttack.
				12'81	18'44	14'00	35'62	21'25		280	250	<i>Bihar, south—</i>
												Patna.
				19'22	17'81	18'59	41'25	30'16		320	320	<i>Bihar, north—</i>
				17'81	20	18'12		25	50	320	206'36	Blagajpur.
												Muzaffarpur.
												<b>N.-W. Provinces—</b>
												<i>Eastern—</i>
17'5	24'37			13'83	17'92	15'83	34'93	24'37	39'34	314'75	309'22	Benares.
15'88	18'50			13'8	17'76	16'3	24'22	21'04	34'79	278'28	255'99	<i>Central—</i>
10'09	15'25			12'4	17'34	15'47	28'44	22'6		270	250	Cannpora.
												Jhansi.
				15'68		22'24	30'53			370'48		<i>Western—</i>
17'19	15'73			13'75		17'5	30'78	23'12	44'37	275	266'36	Morut.
15'42						18'18		16'62		295	275	<i>Submontane, west—</i>
										300		Shahjahanpur.
												<b>Oudh—</b>
15'68	20'53			12'86	19'69	19'06	35'16	21'61		310	265	<i>Southern—</i>
												Lucknow.
	20'53			13'13	19'02	19'06	31'15	20		295	255'60	<i>Northern—</i>
												Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899—continued.

Districts.	GOL.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergui	...	...	11'34	...	...	...	...	...	...	...	...	...
Tavoy	...	...	23'71	...	...	...	...	...	...	...	...	...
Moulmein and Ambert	...	...	25'09	...	...	...	...	...	...	...	...	...
<b>Pegu (delta)—</b>												
Rangoon	...	...	19'05	...	...	...	...	...	...	...	...	...
Thongwa	...	...	20'39	...	...	...	...	...	...	...	...	...
Bassia	...	...	22'61	...	...	...	...	...	...	...	...	...
<b>Pegu (inland)—</b>												
Meiktila	...	...	24'07	...	...	...	...	...	...	...	...	...
Toungoo	...	...	25'07	...	...	...	...	...	...	...	...	...
<b>Upper Burma—</b>												
Mandalay	...	...	26'06	...	...	...	...	...	...	...	...	...
Bhamo	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku	...	...	24'71	...	...	...	...	...	...	...	...	...
<b>Arakan—</b>												
Kyaukpada	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	28'1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<b>Brahmaputra—</b>												
Goalpara	...	...	...	...	...	...	...	...	...	...	...	...
Goalhati	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong	...	...	35	37'5	100	100	...	...	...	...	...	...
Dacca	...	...	36'25	36'37	70	65	...	...	2'5	2'3	...	...
<b>Dahlgang—</b>												
Midnapur	...	...	33	36'25	55 and 85	50 and 65	...	...	...	...	1'56	1'11
Calcutta	...	...	33'75	34'37	60	65	...	...	2'75	6'25	6'25	5'50
<b>Central—</b>												
Bardwan	...	...	32'5	31'75	...	...	...	...	...	...	2'19	1'81
Patna	...	...	38'75	38'12	75	70	...	...	...	...	7'5	10
<b>Northern—</b>												
Rangpur	...	...	40	45	80	60	...	...	3'75	12'10	5	17'10
<b>Orissa—</b>												
Cuttack	...	...	30	31'25	45	70	...	...	5'37	5'50	3'75	2'81
<b>Bihar, south—</b>												
Patna	...	...	35	36'25	30	30	...	...	2'5	3'12	2'5	3'75
<b>Bihar, north—</b>												
Bhagalpur	...	...	32'5	38'75	50	40	...	...	...	...	...	...
Muzaffarpur	...	...	34'70	30'25	100	100	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<b>Eastern—</b>												
Benares	...	...	27'13	30'38	...	...	...	...	...	...	...	...
<b>Central—</b>												
Cawnpore	...	...	33'33	36'35	...	...	...	...	...	...	...	...
Jhansi	...	...	41'25	55	...	...	...	...	...	...	...	...
<b>Western—</b>												
Morad	...	...	28'54	38'02	...	...	...	...	...	...	...	...
Agra	...	...	37'5	40	...	...	...	...	...	...	3'33	...
<b>Submontane, west—</b>												
Shahjahanpur	...	...	28'54	...	...	...	...	...	...	...	...	...
<b>Oudh—</b>												
<b>Southern—</b>												
Lucknow	...	...	28'75	40	...	...	...	...	...	...	5	...
<b>Northern—</b>												
Fyzabad	...	...	27'5	33'28	...	...	...	...	...	...	2'81	...

(a) For bundle.



(The figures represent prices per ten mounds in rupees and decimals of a rupee.)

JAWAR STALKS.		BRUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		FEDDER BULLOCKS, PER PAIR.		Districts.
1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	
										<b>Barma—</b>
										<i>Tenasserim—</i>
										Mergui.
										Tavoy.
										Moalmeia and Amherst.
										<i>Pegu (deltaic)—</i>
										Rangoon.
										Thongwa.
										Bamala.
										<i>Pegu (inland)—</i>
										Heinada.
										Yauagoo.
										<i>Upper Burma—</i>
										Mandalay.
										Bamo.
										Pakokku.
										<i>Aran—</i>
										Kyaukpys.
										Akyab.
										<b>Assam—</b>
										<i>Benhamputra—</i>
										Goalpara.
										Gauhati.
										<b>Bengal—</b>
										<i>Eastern—</i>
										Chittagong.
										Dacca.
										<i>Deltaic—</i>
										Mulinapur.
										Calcutta.
										<i>Central—</i>
										Bardwan.
										Pahna.
										<i>Northern—</i>
										Rangpur.
										<i>Orissa—</i>
										Cuttack.
										<i>Bihar, south—</i>
										Fatna.
										<i>Bihar, north—</i>
										Bhagalpur.
										Muzaffarpur.
										<b>N.W. Provinces—</b>
										<i>Eastern—</i>
										Benares.
										<i>Central—</i>
										Cawnpore.
										Jhansi.
										<i>Western—</i>
										Masrat.
3'33				20	43'5			20 to 100		Agra.
				40 to 90	40 to 90			25 to 30	25 to 30	<i>Submontane, west—</i>
										Shahjahanpur.
3'5	3'33			55	55					<b>Oudh—</b>
										<i>Southern—</i>
										Lucknow.
										<i>Northern—</i>
								30	28	Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899—continued

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Northern—</i>												
Ajmere . . . . .	33'33	33'33	...	...	30'78	37'10	...	...	22'49	22'91	20	21'50
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15'38	21'25	40	25	22'24	30'34	26'87	33	14'79	20	19'06	27'23
<i>Central—</i>												
Lahore . . . . .	16'67	...	22'89	33'33	22'86	30'16	25'16	35'21	11'50	20'26	18'38	22'20
<i>South-eastern—</i>												
Delhi . . . . .	30	25	30'78	26'35	23'54	21'98	27'6	41'04	15'98	18'18	17'4	19'06
<i>Submontane—</i>												
Amritsar . . . . .	17'4	25	32'33	41'72	21'04	29'74	25'91	55'33	...	...	...	...
<i>Northern—</i>												
Rawalpindi . . . . .	16'67	20	47'6	47'03	24'06	28'59	26'67	31'33	15'31	17'03	13'44	19'06
<i>Western—</i>												
Mukts . . . . .	12'10	15'99	24'22	37'97	24'58	30'35	30'16	30'06	15'36	19'06	13'75	22'24
<b>Sind and Baluchistan—</b>												
<i>Karachi</i> . . . . .	...	...	...	43'75	27'71	40	...	...	...	25	...	25'12
<i>Shikarpur</i> . . . . .	...	...	...	...	24'69	34'84	...	...	15'62	...	16'87	...
<i>Quetta</i> . . . . .	...	...	...	...	25	40	60	65	21'25	27'5	17'5	25
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	25'62	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	26'04	...	...	...	...	...	12'97	19'84
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmadnagar . . . . .	...	...	...	...	24'76	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	30'47	...	...	...	...	...	14'63	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	29'53	43'23	...	...	...	...	18'03	27'4
Ahmadabad . . . . .	22'5	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	25	28	28	36	33'31	49	...	...	16'31	20
<i>Central—</i>												
Jubbulpore . . . . .	21'06	...	22'19	26'59	26'59	33'31	20'75	38'06	...	...	16'09	19'06
<i>Eastern—</i>												
Raipur . . . . .	16	...	21	29	22	38	26	53	...	...	...	...
<b>Bihar—</b>												
<i>Bhojpur</i> . . . . .	...	...	...	...	32'24	55'86	...	...	...	...	17'34	21'04
<i>Ellichpur</i> . . . . .	...	...	26'67	26'66	28'36	51'5	44'44	60'66	...	...	14'81	20
<i>Arrah</i> . . . . .	...	...	40	40	32'33	50	40	26'67	...	...	13'33	19'12
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	21	30
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	13'1	19
<i>Cuddapah</i> . . . . .	17'8	27'8	34'1	47	...	...	...	...	...	...	15'8	27'1
<i>Kurnool</i> . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	17'3	26'9	33'3	34'8	...	...	...	...	...	...	...	...
Tanjore . . . . .	17'1	22'9	27'9	44'6	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madurai . . . . .	...	...	...	...	...	...	...	...	...	...	21'1	29'3
<b>Mysore—</b>												
<i>Mysore</i> . . . . .	18'13	24'2	33'82	41'13	35'26	50'04	64'46	54'85	...	...	...	14'63
<i>Bangalore</i> . . . . .	13'5	19'6	42	34'87	38'25	50'64	48	54'28	...	...	15'87	24'5



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

RAJES.		RAGI.		MAIZE.		GRAM.		ARHAR DAL.		CHIL.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24'05	23	...	...	20	21'36	25	40'99	...	...	320	305	Rajputana— Eastern— Ajmer.
...	20'94	...	...	14'27	20'62	17'4	27'5	35'35	57'5	295	320	Punjab— Southern— Ferozpur.
17'76	21'67	...	...	14'27	21'67	18'7	26'67	31'35	52'45	320	305	Central— Lahore.
20	19'06	...	...	15'39	20	21'61	29'22	27'6	42'08	320	310	South-eastern— Delhi.
...	...	...	...	12'71	20'53	17'03	28'12	...	...	350	...	Submontane— Amritsar.
19'06	22'19	...	...	16'25	18'18	19'53	31'35	33'33	60'36	290'94	278'28	Northern— Rawalpindi.
16'67	22'86	...	...	23'23	23'44	21'25	32'03	...	...	236'56	320	Western— Multan.
20	26'57	...	...	...	...	25	32'5	...	40	152'5	340	Sind and Baluchistan—
16'87	...	...	...	...	...	22'19	31'72	...	...	305'62	311'67	Karachi. Shikarpur.
...	...	...	...	21'25	20	...	...	40	...	320	330	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay—
...	...	...	...	...	...	...	...	...	...	...	...	Deccan—
...	29'01	...	...	...	...	19'74	29'58	...	...	...	...	Dhule. Sholapur. Pune.
...	...	...	...	...	...	25'26	...	...	...	...	...	...
18'8	...	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhule.
17'5	...	...	...	...	...	...	...	...	...	...	...	...
22'34	27'53	...	...	...	...	...	...	...	...	...	...	Gujarat— Sarat. Ahmadabad.
...	25	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces—
...	...	...	...	...	...	20	29	20	25	333'31	318	Western— Nagpur.
...	...	...	...	...	...	17'37	26'69	25	40	280	250	Central— Jubbulpore.
...	...	...	...	...	...	16	30	20	39	268	265	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	...	...	Bihar—
30	40	...	...	...	...	23'1	30'78	25	32'33	360	320	Banm. Bhishpur. Amraoti.
15'19	27'5	...	...	...	...	25	30	25	30'78	280	300	...
...	...	...	...	...	...	...	...	...	...	...	...	Madras—
28'9	23'1	...	...	...	...	23'2	50	...	...	350'4	400	South, central— Coimbatore. Salem.
...	...	...	...	...	...	...	...	...	...	299'7	326'1	...
...	...	...	...	...	...	25	40	17'7	...	260'8	342'9	Central— Bellary.
17'9	23'5	...	...	...	...	...	...	...	...	238'4	300	Cuddapah. Korai.
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	15'3	34	...	...	Rasi Const. central— Nellore.
...	...	...	...	...	...	25'2	56'6	...	...	283'0	329'1	Rasi Const. south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	25'6	28'9	...	...	Southern— Madras.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore—
...	21'53	...	...	...	...	13'44	26'87	65'82	76'8	358'75	346'62	Mysore.
...	15'87	...	...	...	...	16'89	35'28	47'25	49	359'5	411'3	Bangalore.



## WHOLESALE PRICES FOR THE 2nd HALF OF FEBRUARY 1898 AND 1899—continued.

DISTRICTS.	GOL.		SALT.		TOBACCO LEAF.		TURMERIC.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	44'43	47'81	...	...	...	...	...	...	10	3	10	3
<b>Punjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	...	...	...	...	50	50	133'33	110	3'28	3'12	3'73	3
<i>Central—</i>												
Lahore . . . . .	...	...	...	...	53'33	57'13	150'31	123'07	8'02	10	3'83	3'73
<i>South-eastern—</i>												
Delhi . . . . .	...	...	...	...	80	80	123'07	114'97	7'97	6'07	7'97	6'91
<i>Submontane—</i>												
Ambala . . . . .	...	...	...	...	...	...	180	...	...	...	4'43	6'93
<i>Northern—</i>												
Rawalpindi . . . . .	...	...	...	...	40	40	133'33	100	3	5	5	5'31
<i>Western—</i>												
Multan . . . . .	...	...	...	...	100	100	153'38	133'33	6'25	3'33	3	5'02
<b>Sind and Baluchistan—</b>												
<i>Karachi</i> . . . . .	...	63	...	...	...	...	...	107'5	...	...	...	...
<i>Shikarper</i> . . . . .	33'33	44'37	...	...	...	...	...	...	...	...	...	...
<i>Quetta</i> . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	33'38	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	50'88	60'07	...	...	...	...	...	...	...	...	...	...
<i>Khandesh—</i>												
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	63	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Jubbulpore . . . . .	...	...	39	38'56	60	60	150	180	...	...	...	...
<i>Eastern—</i>												
Raipur . . . . .	...	...	37	42	180	180	100	90	...	...	...	...
<b>Berar—</b>												
<i>Basim</i> . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Ellichpur</i> . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Amraoti</i> . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	57'6	77'5	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	35'7	38'3	...	...	...	...	...	...	...	...	...	...
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore . . . . .	55'9	57'6	...	...	139'9	131'7	98'8	57'6	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madras . . . . .	...	...	...	...	106'8	116'8	...	...	...	...	4'3	3'4
<b>Mysore—</b>												
<i>Mysore</i> . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Bangalore</i> . . . . .	60'33	68'96	...	...	274	374	131'46	101'29	10'71	10'71	7'14	7'14
	45'81	55'60	...	...	351	342'75	179'81	85'69	9'06	3'5	10	13'71

(a) Per 100 pulles weighing on an average 150 lbs.



The figures represent prices per ten mounds in rupees and decimals of a rupee.)

JAWAR STALKS.		BHURA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3'33	3	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	3'12	...	...	30	30	...	...	75	75	Punjab— Southern— Ferozepur.
...	...	...	...	100	100	...	...	112'5	105	Central— Lahore.
2'97	3	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4'01	6'15	...	...	60	35	...	...	60	60	Northern— Rawalpindi.
6'67	4'01	...	...	50	30	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Kardhi. Shikarpur.
...	...	75	9'37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhule.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	35	...	...	45	37	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Bihar— Rasim. Etahpur. Arrah.
3 3(a)	3 2'5(a)	...	...	50 55	30 30	...	...	60 90	60 90	Madras— South, central— Coimbatore. Salem.
2'3	2'5	...	...	30	30	...	...	60	70	Central— Bellary. Cuddalore. Karnul.
...	...	...	...	60	100	60	100	70	120	East Coast, central— Nellore.
...	...	...	...	35 30	55 30	35 30	33	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	40	41	Southern— Madura.
2'96	2'53	...	...	100	100	...	...	70	70	Mysore— Mysore.
...	...	...	...	100	150	...	...	150	120	Bangalore.

(a) Per 100 pullets weighing on an average 748 lbs.

J. E. O'CONOR,  
Director-General of Statistics

H. H. RISLEY,  
Off. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT  
March 30, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR GUJRU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	10 10	11 8	11 5	12 14	...	...	...	...
Tavoy . . . . .	...	...	...	...	13 7	13 7	13 12	13 13	...	...	...	...
Monimais and Aundaw . . . . .	7 —	7 —	...	...	10 3	10 3	12 3	12 3	...	...	...	...
<i>Pegu (deltaic)—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Rangoon . . . . .	10 —	10 —	...	...	10 14	10 14	14 —	14 2	...	...	...	...
Thabeiga . . . . .	...	...	...	...	11 2	11 2	11 15	11 15	...	...	...	...
Bamun . . . . .	...	...	...	...	11 14	11 14	13 9	13 9	...	...	...	...
<i>Pegu (inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Manada . . . . .	...	...	...	...	8 5	10 10	11 8	14 15	...	...	...	...
Prome . . . . .	...	...	...	...	9 15	9 15	13 4	13 4	...	...	...	...
Loungoo . . . . .	...	...	...	...	14 3	12 2	12 6	13 8	...	...	...	...
Thayethayo . . . . .	13 6	13 6	...	...	10 12	11 10	13 12	15 5	32 10	39 3	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	12 14	12 14	...	...	11 9	11 6	12 1	14 13	...	...	...	...
Bamun . . . . .	...	...	...	...	13 —	11 3	17 —	13 6	...	...	...	...
Pakchiku . . . . .	...	...	...	...	8 13	10 10	9 13	9 13	31 3	27 —	...	...
Maidia . . . . .	...	...	...	...	13 2	13 2	17 8	17 8	...	...	...	...
<i>Aran—</i>												
Sadonay . . . . .	...	...	...	...	16 2	16 13	21 —	21 —	...	...	...	...
Kyaukpys . . . . .	...	...	...	...	13 1	13 0	13 1	15 —	...	...	...	...
Ayab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Surma—</i>												
Sylhet . . . . .	...	...	...	...	14 8	14 8	16 —	16 —	...	...	...	...
Cachar . . . . .	8 —	8 —	...	...	7 9	8 —	16 —	15 31	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills . . . . .	5 6	5 6	...	...	5 4	5 2	7 4	7 2	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 —	5 —	20 1	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	32 —	32 —	38 —	38 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	32 —	30 —	...	...	6 —	6 8	16 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	10 —	10 —	16 —	16 —	...	...	...	...
Darrang . . . . .	8 —	8 —	...	...	11 —	12 —	14 —	15 —	...	...	...	...
Nongong . . . . .	...	...	...	...	5 12	5 —	14 —	13 —	...	...	...	...
Subagar . . . . .	...	...	...	...	6 8	6 —	13 —	13 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 —	...	...	6 —	6 —	14 —	13 8	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	5 —	5 —	12 —	12 —	...	...	...	...
<i>Eastern—</i>												
Backergaj . . . . .	...	...	...	...	13 8	14 —	14 —	14 4	...	...	...	...
Noakhali . . . . .	...	...	...	...	10 10	10 10	16 —	15 12	...	...	...	...
Chittagong . . . . .	...	...	...	...	12 8	12 8	14 8	14 8	...	...	...	...
Tippah . . . . .	...	...	...	...	10 —	10 —	16 14	16 3	...	...	...	...
Dacca . . . . .	12 13	12 13	26 —	26 —	11 10	11 10	18 4	16 —	...	...	...	...
Chaimessingh . . . . .	13 8	13 8	16 —	16 —	16 —	16 —	18 —	18 —	...	...	...	...
<i>Delto—</i>												
Khulna . . . . .	...	...	...	...	16 —	15 —	19 —	19 —	...	...	...	...
24-Fargana . . . . .	...	...	...	...	8 14	8 14	14 8	13 6	...	...	...	...
<i>Midnapur . . . . .</i>	16 —	16 —	...	...	12 —	10 — and 13 —	16 4	16 —	...	...	...	...
<i>Howrah . . . . .</i>	...	...	...	...	9 16 and 10 8	9 16 and 10 12	14 —	12 8 and 14 —	...	...	...	...
Cakatta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Kishnagarh) . . . . .	16 13	16 —	...	...	6 11	6 —	13 4	14 9	...	...	...	...
Jessore . . . . .	19 —	19 —	12 —	12 —	12 12	12 12	13 —	13 6	...	...	...	...
Baridpur . . . . .	18 8	18 —	20 —	20 —	16 —	16 —	21 —	21 —	...	...	...	...



the number of sers (of 80 tolas) and chittacks held for one rupee.)

MAHUA OR RAOI (Bleum sine cotone- cana).		KANONI OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR KUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CABJAN PNA (Cajanus indicus).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	15 —	<b>Burma—</b>
...	...	...	...	6 9	6 9	...	...	...	...	18 12	17 11	Tenasserim—
...	...	...	...	9 3	9 3	...	...	7 —	7 —	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 —	<b>Pegu (deltaic)—</b>
...	...	...	...	13 —	13 —	...	...	10 —	10 —	19 8	19 8	Pegu.
...	...	...	...	...	...	...	...	...	...	16 2	16 1	Rangoon.
...	...	...	...	9 13	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bhamo.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	<b>Pegu (inland)—</b>
...	...	...	...	...	...	...	...	5 11	5 11	10 —	10 —	Therawadi.
...	...	...	...	9 14	9 2	...	...	9 6	9 6	14 3	14 3	Monada.
...	...	...	...	9 12	11 6	...	...	...	...	12 10	11 6	Prone.
...	...	...	...	16 —	14 3	37 9	37 9	9 3	9 3	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmya.
...	...	...	...	20 4	19 6	40 4	37 11	9 8	10 6	16 15	16 4	<b>Upper Burma—</b>
...	...	...	...	6 8	9 4	...	...	6 9	5 12	9 —	9 9	Mandalay.
...	...	...	...	17 2	15 —	...	...	6 7	6 —	14 3	14 3	Bamo.
...	...	...	...	17 8	17 8	35 14	35 14	5 —	5 —	14 4	14 4	Pawloo.
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila.
...	...	...	...	...	...	...	...	...	...	14 —	9 1	<b>Arakan—</b>
...	...	...	...	...	...	...	...	...	...	21 13	21 13	Sandaway.
...	...	...	...	16 —	16 —	...	...	7 —	7 —	10 —	10 —	Kyaukpya.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	14 8	13 5	...	...	11 4	11 4	10 5	10 5	<b>Assam—</b>
...	...	...	...	10 10	10 10	...	...	8 —	8 —	8 —	8 —	<b>Sarawak—</b>
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	7 8	6 6	11 6	11 4	6 14	6 10	6 —	6 1	<b>Hill tracts—</b>
...	...	...	...	7 —	6 —	...	...	5 —	6 —	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	14 —	...	...	10 —	10 —	10 —	10 —	<b>Brahmaputra—</b>
...	...	...	...	13 —	15 —	...	...	11 —	11 —	10 —	10 —	Goalpara.
...	...	...	...	13 —	11 —	...	...	10 —	9 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	6 8	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nowgong.
...	...	...	...	12 —	12 —	...	...	9 —	8 1	2 —	2 —	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	<b>Bengal—</b>
...	...	...	...	4 8	4 8	...	...	4 —	4 8	4 8	4 8	<b>Eastern hill tracts—</b>
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	15 —	13 —	...	...	...	...	10 8	10 —	<b>Western—</b>
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Bacherganj.
...	...	...	...	13 8	12 8	...	...	9 —	9 —	10 8	10 8	Noakhali.
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	10 —	16 —	...	...	14 —	14 —	10 —	10 —	Tippah.
...	...	...	...	8 —	8 —	...	...	10 8	10 8	9 8	9 8	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimansingh.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	<b>Deltic—</b>
...	...	...	...	18 4	17 12	...	...	13 14	14 8	10 10	10 10	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	<b>24 Pargana.</b>
...	...	...	...	10 —	16 —	...	...	12 —	13 —	10 8	10 8	Midnapur.
...	...	...	...	16 —	16 —	...	...	12 8	12 8	10 8	10 8	Howrah.
...	...	10 —	10 —	16 —	14 8	26 —	24 —	11 6	11 6	10 —	10 —	Calcutta.
...	...	...	...	16 —	16 —	...	...	11 —	11 —	10 8	10 8	Illogai.
...	...	...	...	20 10	24 9	...	...	14 8	12 8	11 2	11 2	Nadia (Kishanganj).
...	...	...	...	16 6	16 —	...	...	12 12	12 12	9 2	9 2	Jessore.
...	...	...	...	20 —	20 —	...	...	8 —	8 —	10 —	10 —	Banipur.



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CINGULUM (Sorghum vulgare).		BAJRA OR ODUNU (Pennisetum spicatum).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bachchan . . . . .	13 12	13 12	...	...	13 4	13 4	18 12	18 12	...	...	...	...
Bardwan . . . . .	16 8	14 8	...	...	15 —	14 8	17 —	17 4	...	...	...	...
Birbhum . . . . .	13 8	13 8	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	19 —	16 — and 18 —	31 —	27 —	14 —	14 —	18 —	17 —	...	...	...	...
Sahebpur . . . . .	13 8	12 8	30 —	30 —	13 —	14 —	20 —	20 —	...	...	...	...
Panna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	15 12	15 12	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	13 8	22 8	21 —	...	...	...	...
Rajshahi . . . . .	20 —	18 —	20 —	22 8	12 —	12 —	18 —	17 4	...	...	...	...
Malda . . . . .	18 —	18 —	...	...	10 —	9 8	19 —	18 —	30 —	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	19 —	12 —	...	...	10 —	9 4	18 —	16 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	15 —	14 6	14 6	20 —	20 —	...	...	...	...
Jalpaiguri . . . . .	18 —	13 —	...	...	5 —	5 —	16 —	15 —	...	...	...	...
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	16 —	15 —	...	...	...	...
<i>Orissa—</i>												
Puri . . . . .	10 8	10 8	...	...	7 14	7 14	17 2	17 1	...	...	...	...
Cuttack . . . . .	13 2	11 13	...	...	10 8	10 8	13 12	13 1	...	...	...	...
Balasore . . . . .	10 —	13 —	11 —	10 —	14 —	14 —	17 —	17 —	...	...	...	...
<i>Chota-Nagpur—</i>												
Singbhum . . . . .	8 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	13 —	14 —	20 —	16 —	14 6	13 —	22 —	22 —	...	...	...	...
Lohardaga . . . . .	13 —	10 —	18 —	18 —	14 —	14 —	20 —	20 —	...	...	...	...
Palaman . . . . .	13 9	13 8	30 6	30 6	18 9	18 9	20 4	20 4	...	...	...	...
Hazaribagh . . . . .	13 4	13 4	22 8	21 —	8 —	8 —	18 —	18 —	...	...	...	...
<i>Bihar, south—</i>												
Monghye . . . . .	15 12	16 8	...	...	12 9	11 9	14 14	16 13	...	...	...	...
Gaya . . . . .	18 —	17 —	25 —	25 4	11 —	9 8	14 14	17 —	27 —	21 —	...	...
Patna . . . . .	19 —	19 —	31 —	35 —	14 —	14 —	21 —	21 —	29 —	24 —	...	...
Shahabad . . . . .	16 — and 17 —	17 — and 18 —	24 —	27 —	10 —	10 —	14 —	15 —	...	...	...	...
<i>Bihar, north—</i>												
Patna . . . . .	16 —	16 —	...	...	16 —	16 —	19 —	18 —	...	...	...	...
Baghpat . . . . .	17 10	17 10	30 4	30 4	13 14	14 8	17 10	17 10	...	...	...	...
Barhanga . . . . .	15 —	15 —	25 —	25 —	9 8	9 —	15 —	15 —	...	...	...	...
Muzaffarpur . . . . .	16 —	16 —	20 —	25 —	8 —	8 —	14 —	15 —	...	...	...	...
Saran . . . . .	17 —	17 —	20 —	20 —	11 —	10 4	16 —	16 —	29 —	...	...	...
Chhapra . . . . .	16 —	15 —	...	22 8	6 8	6 8	15 8	15 —	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Buzapur . . . . .	14 8	15 —	24 —	24 —	11 —	11 —	15 —	14 —	24 —	27 —	21 —	24 —
Benares . . . . .	15 9 1	15 7	23 1 1	23 —	8 2 1	8 6 1	13 13	14 11	24 5	24 5	21 12	21 1 1
Ghazipur . . . . .	10 10	10 6	22 5	21 6	7 4	7 4	13 14	13 14	20 2	19 12	20 6	20 4
Jaunpur . . . . .	16 8	16 8	20 —	24 —	7 —	7 —	13 8	13 8	...	...	...	...
Allahabad . . . . .	14 4	14 4	22 —	20 12	9 —	9 —	13 8	14 —	22 —	21 8	18 8	20 8
<i>Central—</i>												
Banda . . . . .	15 —	15 4	27 —	28 —	5 8	5 8	14 13	14 8	24 —	23 —	24 —	28 —
Patlipur . . . . .	15 8	15 —	24 —	22 —	7 12	7 —	15 —	15 —	24 —	23 —	24 —	23 —
Hamirpur . . . . .	15 8	14 8	25 4	22 —	7 12	7 —	15 —	15 —	24 —	23 —	24 —	23 —
Jaunpur . . . . .	15 —	14 8	24 —	24 —	8 —	8 —	12 —	13 —	25 —	24 —	24 —	24 —
Canjore . . . . .	16 8	15 4	20 —	24 8	...	...	13 4	13 8	20 —	24 8	23 —	24 —
Jaunpur . . . . .	15 —	15 —	20 12	27 —	7 12	7 12	12 4	12 4	28 —	27 12	25 8	24 8
Etawah . . . . .	10 12	10 12	22 8	22 8	5 —	5 —	13 —	13 —	26 4	26 8	24 12	24 12
<i>Farukhabad . . . . .</i>												
Farukhabad . . . . .	18 6	17 12	30 —	28 10	4 12	4 12	14 5	14 5	25 14	24 8	27 4	24 8
<i>Meerut . . . . .</i>												
Meerut . . . . .	18 4	18 4	29 8	28 8	...	...	11 —	11 —	25 8	25 4	20 8	28 12
Etah . . . . .	15 4	16 4	31 8	31 8	4 8	4 8	13 8	13 8	27 8	27 8	26 8	28 4
<i>Northern—</i>												
Meerut . . . . .	15 8	16 —	24 —	24 —	5 —	5 —	12 —	12 —	24 —	24 —	23 —	21 —
Agia . . . . .	10 8	10 8	20 —	20 —	5 —	5 —	12 —	12 —	24 —	24 —	23 —	21 —
Muzia . . . . .	10 12	10 12	20 4	27 12	7 4	7 4	12 12	12 12	26 4	27 2	23 10	24 8
Aligarh . . . . .	17 —	17 —	25 —	25 —	5 —	5 —	12 —	12 —	23 —	23 —	21 —	21 8
Bohawalpur . . . . .	17 —	17 —	20 —	20 —	5 —	5 —	12 —	12 —	24 4	27 4	23 —	24 —
<i>Submontane, east—</i>												
Balla . . . . .	17 —	16 8	25 —	25 —	5 8	5 8	14 —	14 —	26 —	26 —	20 —	26 —
Amangarh . . . . .	15 8	16 8	23 4	22 8	4 7	4 7	10 12	10 12	23 1	23 1	...	...
Chakrapur . . . . .	16 —	17 9	24 9	24 10	13 8	13 15	15 5	16 3	28 13	28 2	22 8	21 5
Batu . . . . .	19 6	19 8	25 —	25 —	15 —	14 14	15 —	15 —	...	...	...	...



represent the number of sars (of 54 talas) and chittams sold for one rupee.)

MAHUA OR SAGO (Rhus coccinea).		KARANI OR KAKETI, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR KUNAGA (Cicer aristatum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PEA (Cajanus indica).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				15	13			12	12	10	10	Bengal—continued.
				21	21			14	14	12	12	Central—
				18	18			13	13	10	10	Bankura.
				26	27			17	17	11	11	Bardwan.
				21	17	38	30	23	23	10	10	Bibhara.
				16	16			12	12	9	9	Murshidabad.
				16	16			9	9	9	9	Saonthal Pargana.
				23	24			30	27	9	9	Pabna.
				22	22			14	14	9	9	Bogra.
				20	20	24	24	10	10	9	9	Rajshahi.
				19	19			13	13	10	10	Mulda.
				17	17			12	12	10	10	Northern—
												Rangpur.
												Dinajpur.
												Jalpaiguri.
14	16			11	10	24	26	8	8	8	8	Hills—
				15	14			7	7	13	13	Dumfries.
				18	17			21	19	10	10	Orissa—
				14	13			11	10	11	11	Puri.
												Cuttack.
												Balasore.
				9	9			10	10	7	7	Chota-Nagpur—
				20	16	24	26	13	14	10	10	Singbhadra.
				20	20			11	11	9	9	Manbhum.
35	35			10	10	27	26	10	10	9	9	Lohardaga.
32	33	12		21	21			13	13	9	9	Palamu.
32	36			25	23	29	30	18	16	9	9	Hazaribagh.
				22	20	22	23	20	22	9	9	Bihar, south—
				21	28	25	27	13	13	10	10	Monghyr.
		14	8	26	26		29	10	13	10	10	Gaya.
		17		28	26	30	32	18	18	11	11	Patna.
				24	24							Shahabad.
				25	25		28			10	10	Bihar, north—
				16	16			11	11	10	10	Patna.
				21	21	28	28	13	13	10	10	Bhagalpur.
25	25			30	20	31	24	14	10	10	10	Darbhanga.
	27	8		25	25	22	24	16	16	11	11	Muzaffarpur.
25	24	18	16	24	24	25	24	18	18	10	10	Saran.
				22	20	22	25	14	15	10	10	Champaran.
												N.-W. Provinces—
		12	12	24	21	26	24	17	17	10	10	Eastern—
		10	9	24	23	27	27	13	13	10	10	Mirzapur.
		15	12	23	22	24	27	16	16	9	9	Banaras.
				22	21	25	24	18	18	11	11	Ghazipur.
		22	22	21	20	20	28	15	15	10	10	Jaunpur.
												Allahabad.
		18	20	27	25			16	17	11	11	Central—
				21	21			16	16	10	10	Banda.
				23	23		28	10	10	10	10	Fatehpur.
				25	24			10	10	10	10	Hamirpur.
				23	22	28	27	18	17	11	11	Jalaun.
		24	23	24	24	24	23	17	17	11	11	Cannara.
				23	24	25	25	16	17	11	11	Jhansi.
22	22	16	14	22	22					11	11	Etawah.
				22	22			17	17	11	11	Farukhabad.
				22	22			18	18	11	11	Mainpuri.
				21	21	35	37	26	26	11	11	Etah.
				17	17			15	15	11	11	Western—
		24	24	22	22	28	27	10	10	12	12	Morad.
		28	22	21	21			15	15	12	12	Agra.
17				19	19	39	33	16	16	11	11	Muttra.
		23	24	19	19	20	30	16	16	11	11	Aligarh.
												Bulandshahr.
20	22	16	16	25	25	27	27	16	15	10	10	Submontane, east—
				20	20	25	24	16	15	10	10	Balla.
23	27	14	16	19	19	25	24	16	15	10	10	Asamgarh.
												Gorakhpur.
												Basti.



## RETAIL PRICES FOR THE 2ND HALF OF FEBRUARY 1899—continued.—(The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR GMOHRI (Sorghum vulgare).		MAJRA OR GMOHRI (Pennisetum spicatum).	
					Best sort.		Common.					
	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur	16 —	17 —	21 —	20 —	11 —	11 —	14 8	14 8	—	—	25 —	25 —
Rodan	17 8	17 8	31 —	31 —	8 —	8 —	14 —	15 —	26 —	26 —	25 —	24 8
Pilibur	17 8	18 8	28 —	28 8	5 4	5 4	16 4	16 6	26 —	26 —	23 8	23 —
Bareilly	16 14	16 14	26 14	26 4	5 —	5 —	11 14	11 14	26 4	26 4	23 12	23 12
Moradabad	17 4	18 —	28 6	28 8	5 4	5 4	13 4	13 8	24 —	26 —	22 —	22 8
Bijnor	16 5	16 5	27 —	26 7	4 8	4 8	13 6	13 8	—	—	—	20 13
<i>Myra-Karegnar</i>												
Muzaffargarh	17 15	17 13	23 2	24 12	—	—	13 1	13 1	22 8	24 13	—	22 —
Saharanpur	17 11	17 11	26 5	27 6	4 13	4 13	11 4	12 4	23 10	23 10	23 10	24 11
Dehra-Dun	17 13	18 —	30 —	30 8	7 4	7 4	12 12	12 12	21 8	21 8	22 9	23 —
<i>Hills—</i>												
Naini Tal	13 —	13 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	11 8	12 8	17 —	18 —	5 —	5 —	11 —	11 —	—	—	—	—
Garhwal	10 —	10 —	19 —	12 —	6 —	6 —	10 —	10 —	—	—	—	—
<b>Oodh—</b>												
<i>Southern—</i>												
Parbhargh	16 8	16 8	29 —	26 —	—	—	14 8	14 —	26 —	24 8	24 8	25 —
Sultanpur	18 8	17 —	25 —	24 8	8 —	8 —	16 —	16 —	24 —	24 —	20 —	20 —
Raz-Barah	19 —	19 —	25 —	25 —	5 —	5 —	15 8	17 —	23 —	23 —	23 —	23 —
Unao	17 —	17 —	23 —	23 —	8 —	8 —	14 —	15 —	24 —	24 —	20 8	22 8
<i>Lucknow</i>												
Lucknow	17 4	16 —	29 —	28 —	5 4	5 4	14 —	13 8	28 8	28 —	25 —	23 8
Hardoi	16 —	17 —	29 —	29 —	—	—	16 —	16 —	25 —	25 —	22 —	23 —
<i>Northern—</i>												
Etahad	17 —	17 —	26 —	26 —	12 —	12 —	14 8	15 —	27 8	28 —	22 8	23 8
<i>Bareilly</i>												
Bareilly	16 8	16 —	24 —	23 —	—	6 —	13 —	13 —	22 —	26 —	24 —	24 —
Gonda	18 2	18 4	32 —	32 —	—	—	15 10	15 4	30 8	30 8	26 —	26 —
Bareilly	18 —	18 —	35 —	35 —	8 —	7 —	14 —	16 —	33 —	33 —	29 —	29 —
Sitapur	17 8	17 4	30 —	29 —	5 —	5 —	14 8	14 —	29 —	29 —	27 —	27 —
Kheri	18 —	17 —	33 —	33 —	5 —	5 —	16 —	15 —	30 —	34 —	—	25 —
<b>Rajputana—</b>												
<i>Eastern—</i>												
Parbhargh	18 12	18 12	—	—	7 —	7 —	12 8	13 8	37 0	37 8	18 12	18 12
Banswara	14 1	13 12	13 12	15 —	5 10	6 4	13 2	13 12	—	—	—	—
Meywar (Udaipur)	14 13	15 3	21 7	22 4	8 9	8 15	9 6	9 6	26 14	28 14	14 13	14 13
Hilly Tracts of Meywar (Dungarpur)	17 —	16 —	23 —	22 8	8 —	8 —	11 —	11 —	—	—	—	—
Sirohi	12 —	12 8	20 —	20 —	5 8	6 —	7 —	7 —	13 —	13 —	14 —	14 8
Erinpura	14 8	14 8	21 14	21 9	6 10	6 10	9 2	9 10	20 4	20 8	16 11	16 11
Ajmer	13 13	13 8	19 —	19 —	6 5	6 5	9 2	9 2	21 5	21 —	16 5	16 5
Abu	13 50	13 24	18 5	19 8	5 9	5 12	7 11	7 8	—	—	14 13	14 13
Kishangarh	13 4	13 4	17 12	18 12	6 —	6 —	7 —	7 —	19 4	20 —	18 —	17 4
Bundi	10 3	10 —	25 5	25 2	7 12	6 8	7 8	7 12	20 4	20 4	18 8	19 4
Kotah	13 4	13 4	31 8	31 8	7 4	7 4	9 —	9 —	32 8	33 8	23 —	23 —
Jhalawar	15 15	16 4	27 7	27 7	7 13	7 13	12 13	12 6	23 13	23 6	20 10	20 10
Tonk	14 12	14 1	20 12	21 4	4 —	4 —	7 —	7 —	20 13	21 1	—	19 2
Jajpur	13 —	11 12	18 —	16 8	4 4	4 4	6 8	6 8	12 8	20 —	17 8	18 —
Koroili	15 10	15 10	28 2	28 3	10 —	10 —	11 4	11 4	27 8	27 8	23 12	23 12
Udaipur	15 5	15 12	25 5	25 8	9 9	9 9	10 2	10 2	26 4	26 4	23 15	23 15
Bharatpur	15 7	16 —	20 7	20 7	5 —	5 —	8 —	8 —	25 7	26 13	23 11	23 4
Alwar	15 10	15 9	22 1	22 5	5 12	5 12	9 4	9 4	23 4	23 9	21 5	21 —
Deol. Cantonment	15 11	15 15	22 6	22 8	4 —	4 —	6 —	6 —	23 13	24 1	23 —	23 —
Deharad Cantonment	14 —	14 —	—	—	7 —	7 —	10 —	10 8	22 8	22 8	18 8	18 8
Bikaner	12 10	12 10	—	—	5 8	5 7	7 8	7 8	—	—	14 10	14 10
Andhra	13 —	13 —	—	—	6 4	6 3	7 6	7 4	—	—	—	—
Shabpura	14 —	14 —	19 —	19 8	7 —	7 8	10 —	10 8	23 —	23 —	18 —	18 —
<i>Western—</i>												
Jodhpur	13 —	13 —	17 2	18 4	7 —	7 —	8 7	8 7	18 —	18 4	15 —	16 14
Jaisalmer	13 8	13 6	—	—	6 —	6 —	10 —	10 6	15 3	15 3	13 —	13 4
Bikaner	14 5	13 —	20 —	20 12	3 12	3 12	5 8	5 13	—	—	13 8	13 12
<b>Central India—</b>												
Indore	12 8	13 —	19 —	20 —	8 4	8 4	9 4	9 4	27 —	27 —	22 —	21 —
Dewach Cantonment	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	26 —	21 —	21 —
Amuloh	10 14	10 10	19 8	22 5	5 13	6 6	6 13	7 7	10 10	10 3	17 4	13 9
<b>Punjab—</b>												
<i>Southern—</i>												
Amritsar	17 —	17 —	22 —	25 —	—	—	10 —	10 —	19 —	20 —	18 —	19 —
Ferozepur	18 —	17 —	27 —	30 —	—	—	10 —	10 —	21 —	25 —	20 —	20 —
<i>Central—</i>												
Lahore	17 —	17 —	24 —	28 —	—	—	11 —	11 —	21 —	24 —	23 —	21 —
Cuttahwala	17 —	19 —	24 —	24 —	—	—	13 —	13 —	20 —	20 —	23 —	23 —
Cuttah	17 —	17 —	24 —	24 —	—	—	11 —	11 —	24 —	25 —	23 —	23 —
Jhelum	17 —	18 —	30 —	33 —	—	—	12 —	12 —	25 —	25 —	20 —	21 —



represent the number of sars (of 80 tolas) and chitties sold for one rupee.)

MAHAR. OR RAJ. (Zea mays)		KANKH. OR KAKUP, ITALIAN MILLET (Setaria italica)		CHAM. CHENNA, CHOLA, KADALAY OR KUNAGA (Cicer aristatum)		MAIZE (Zea mays)		ARHAR. OR PURI, CADIAN PRA (Cajanus indicus)		SALT.		Districts.
Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	
...	...	...	...	...	...	...	...	...	...	...	...	N.W. Provinces—east.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, west— Shahjahanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Badaun.
...	...	...	...	...	...	...	...	...	...	...	...	Pilibet.
...	...	...	...	...	...	...	...	...	...	...	...	Bareilly.
...	...	...	...	...	...	...	...	...	...	...	...	Moradabad.
...	...	...	...	...	...	...	...	...	...	...	...	Bijnor.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarnagar.
...	...	...	...	...	...	...	...	...	...	...	...	Saharanpur.
...	...	...	...	...	...	...	...	...	...	...	...	Dehra-Dun.
...	...	...	...	...	...	...	...	...	...	...	...	Hills— Naini Tal.
...	...	...	...	...	...	...	...	...	...	...	...	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.
...	...	...	...	...	...	...	...	...	...	...	...	Oodh—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Partabgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Sultampur.
...	...	...	...	...	...	...	...	...	...	...	...	Rae-Bareilly.
...	...	...	...	...	...	...	...	...	...	...	...	Unao.
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	...	...	...	...	...	...	...	...	...	...	Hardoi.
...	...	...	...	...	...	...	...	...	...	...	...	Northern— Fyzabad.
...	...	...	...	...	...	...	...	...	...	...	...	Barabanki.
...	...	...	...	...	...	...	...	...	...	...	...	Gonda.
...	...	...	...	...	...	...	...	...	...	...	...	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Kheri.
...	...	...	...	...	...	...	...	...	...	...	...	Rajasthan—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Partabgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Baran.
...	...	...	...	...	...	...	...	...	...	...	...	Mewar (Udaipur).
...	...	...	...	...	...	...	...	...	...	...	...	Hilly Tracts of Mewar (Dangar).
...	...	...	...	...	...	...	...	...	...	...	...	Sirohi.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	...	...	...	...	...	...	...	...	Ajmer.
...	...	...	...	...	...	...	...	...	...	...	...	Abo.
...	...	...	...	...	...	...	...	...	...	...	...	Kishangarh.
...	...	...	...	...	...	...	...	...	...	...	...	Bundi.
...	...	...	...	...	...	...	...	...	...	...	...	Kotah.
...	...	...	...	...	...	...	...	...	...	...	...	Jhalawar.
...	...	...	...	...	...	...	...	...	...	...	...	Toank.
...	...	...	...	...	...	...	...	...	...	...	...	Jaipur.
...	...	...	...	...	...	...	...	...	...	...	...	Keroli.
...	...	...	...	...	...	...	...	...	...	...	...	Dholpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bharatpur.
...	...	...	...	...	...	...	...	...	...	...	...	Ajmer.
...	...	...	...	...	...	...	...	...	...	...	...	Deoli Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Nasirabad Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	...	...	...	...	...	...	...	...	Andhra.
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura.
...	...	...	...	...	...	...	...	...	...	...	...	Western— Jodhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	...	...	...	...	...	...	...	...	Central India—
...	...	...	...	...	...	...	...	...	...	...	...	Indore.
...	...	...	...	...	...	...	...	...	...	...	...	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	...	...	...	...	...	...	...	...	...	...	Punjab—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Huqar.
...	...	...	...	...	...	...	...	...	...	...	...	Ferozepur.
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat.
...	...	...	...	...	...	...	...	...	...	...	...	Jhelum.

Not sold

Not produced.

Not procurable.

Not used.

Unshaded.



## RETAIL PRICES FOR THE 2nd HALF OF FEBRUARY 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHHOLU ( <i>Sorghum vulgare</i> ).		BAJRA OR CUMBU ( <i>Pennisetia glauca</i> ).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Punjab—continued.</b>												
<b>South-eastern—</b>												
Gurgaon	16	16	24	24	...	...	10	10	13	13	19	20
Delhi	16	16	24	25	...	...	12	13	22	23	20	21
Rohatki	16	16	23	23	...	...	13	13	20	21	19	20
Karnal	16	17	29	28	...	...	10	10	25	25	20	20
<b>Submontane—</b>												
Amritsar	19	20	25	25	...	...	12	13	29	29	23	23
Ludhiana	20	20	27	27	...	...	10	10	34	34	21	21
Jalandhar	21	21	27	27	...	...	13	13	24	24	21	21
Hoshiarpur	21	21	27	27	...	...	12	12	23	23	18	18
Gurdaspur	22	22	39	39	...	...	12	12	24	24	18	18
Amritsar	18	18	33	33	...	...	11	11	23	23	22	22
Sialkot	17	17	31	31	...	...	14	14	27	27	22	22
<b>Hills—</b>												
Simla	15	15	21	21	...	...	16	16	23	24	16	16
Kangra	19	20	26	26	...	...	16	15	†	†	†	†
<b>Northern—</b>												
Rawalpindi	16	16	20	20	...	...	10	10	29	29	20	21
Hankar	18	18	30	29	...	...	12	11	29	29	20	20
Peshawar	15	15	29	29	...	...	10	10	32	32	18	20
Kohat	16	16	24	24	...	...	13	13	†	†	32	32
Bannu	21	21	33	33	...	...	14	14	41	41	24	24
<b>Western—</b>												
Shahpur	18	17	28	25	...	...	10	10	22	22	21	20
Jhang	18	18	26	27	...	...	12	12	29	29	20	20
Multan	16	16	26	26	...	...	10	10	27	27	23	23
Montgomery	18	17	26	26	...	...	13	12	28	28	20	20
Dera Ismael Khan	19	18	23	23	...	...	9	9	25	25	23	23
Muzaffargarh	17	16	23	23	...	...	13	13	20	20	22	22
Dera Ghazi Khan	15	15	21	21	...	...	14	14	23	22	20	20
<b>Sind and Baluchistan—</b>												
Karachi	13	13	...	...	8	8	10	10	20	20	13	17
Hyderabad	12	12	...	...	9	9	12	11	20	20	20	20
Thar and Parkar (Umar Kot)	11	11	8	...	18	18	19	19	16	...	16	16
Sukkur	15	15	...	...	8	8	9	9	20	20	21	21
Upper Sind Frontier	14	14	...	...	10	10	11	11	20	20	24	24
Quetta	10	10	27	16	4	4	7	7	22	22	18	16
Bombay—	15	15	...	...	...	...	...	...	...	...	...	...
<b>Konkan—</b>												
Karwar	10	9	...	...	9	9	11	12	15	14	15	13
Nasirpur	8	8	...	...	13	13	13	13	14	15	15	14
Alibag	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	8	8	...	...	7	7	10	10	14	14	14	14
Terna	10	10	...	...	12	12	15	15	14	14	10	10
<b>Deccan—</b>												
Dhule	15	14	...	...	14	15	15	17	25	24	26	24
Belgaum	14	13	...	...	13	13	13	13	21	21	21	20
Solapur	15	14	...	...	11	11	11	11	20	20	20	20
Sholapur	14	14	...	...	11	11	11	11	20	20	25	25
Bijapur	16	15	...	...	7	7	11	11	21	21	25	25
Poona	12	10	...	...	9	9	10	10	23	23	18	18
<b>Maharashtra—</b>												
Ahmadnagar	13	13	...	...	10	10	13	13	22	22	21	21
Nasik	14	12	...	...	8	8	10	10	21	21	16	16
Dhule	12	12	...	...	7	7	9	9	27	27	22	22
<b>Gujarat—</b>												
Surat	11	9	...	...	7	7	8	8	20	20	18	18
Broach	12	12	...	...	8	8	10	10	20	20	16	16
Kutch	14	14	...	...	8	8	12	12	20	20	16	16
Baroda Cantonment	11	11	...	...	7	7	9	9	18	18	16	16
Ahmadabad	13	13	...	...	8	8	12	12	18	18	16	16
Godhra	10	10	...	...	8	8	10	10	21	21	17	17
Itan Cantonment	13	13	...	...	6	6	9	9	21	21	20	20
<b>Kathiawar—</b>												
Wajkot	16	16	...	...	6	6	10	10	18	18	13	13
<b>Central Provinces—</b>												
<b>Western—</b>												
Nimar	13	12	...	...	5	5	8	8	26	26	...	...
Bhindra	12	12	...	...	10	10	10	10	30	30	21	21
Hoshangabad	12	12	...	...	9	9	11	11	22	22	...	...
Betul	10	10	...	...	12	12	14	14	24	24	...	...
Chhindwara	15	15	...	...	10	10	13	13	23	23	...	...
Nagpur	13	13	...	...	11	11	14	14	23	23	...	...
Wardha	13	13	...	...	7	7	10	10	20	20	...	...

\* Not sold.

† Not produced.

‡ Not procurable.



represents the number of sars (of 80 tolas) and chittabaks sold for one rupee.)

MAHUA OR RAPI (Mimosa coccinea).		KANDU, OR KAKUM, ITALIAN MILLET (Sorgho italica).		GRAM, DHANNA, OHOLA, KADALAY OR SUNAGA (Cicer arabianum).		MAIZE (Zea Mays).		ANWAR, OR TWAR, CADJAN YEA (Cajanus indicus).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
†	†	†	†	†	†	†	†	†	†	†	†	<b>Punjab—continued.</b>
†	†	†	†	†	†	†	†	†	†	†	†	<b>South-eastern—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Gurgaon.
†	†	†	†	†	†	†	†	†	†	†	†	Della.
†	†	†	†	†	†	†	†	†	†	†	†	Rohat.
†	†	†	†	†	†	†	†	†	†	†	†	Karnal.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Submontane—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Ambala.
†	†	†	†	†	†	†	†	†	†	†	†	Ludhiana.
†	†	†	†	†	†	†	†	†	†	†	†	Jalandhar.
†	†	†	†	†	†	†	†	†	†	†	†	Hoshiarpur.
†	†	†	†	†	†	†	†	†	†	†	†	Gurdaspur.
†	†	†	†	†	†	†	†	†	†	†	†	Amritsar.
†	†	†	†	†	†	†	†	†	†	†	†	Sialkot.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Hills—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Simla.
†	†	†	†	†	†	†	†	†	†	†	†	Kangra.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Northern—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Rawalpindi.
†	†	†	†	†	†	†	†	†	†	†	†	Hazara.
†	†	†	†	†	†	†	†	†	†	†	†	Peshawar.
†	†	†	†	†	†	†	†	†	†	†	†	Kohat.
†	†	†	†	†	†	†	†	†	†	†	†	Bannu.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Western—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Shahpur.
†	†	†	†	†	†	†	†	†	†	†	†	Jhang.
†	†	†	†	†	†	†	†	†	†	†	†	Multan.
†	†	†	†	†	†	†	†	†	†	†	†	Montgomery.
†	†	†	†	†	†	†	†	†	†	†	†	Dera Ismael Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Muzaffargarh.
†	†	†	†	†	†	†	†	†	†	†	†	Dera Ghazi Khan.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Sind and Baluchistan—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Karachi.
†	†	†	†	†	†	†	†	†	†	†	†	Hyderabad.
†	†	†	†	†	†	†	†	†	†	†	†	Thar and Parkar (Umarkot).
†	†	†	†	†	†	†	†	†	†	†	†	Shikarpur.
†	†	†	†	†	†	†	†	†	†	†	†	Upper Sind Frontier.
†	†	†	†	†	†	†	†	†	†	†	†	Quetta.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Bombay—</b>
†	†	†	†	†	†	†	†	†	†	†	†	<b>Konkan—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Karwar.
†	†	†	†	†	†	†	†	†	†	†	†	Ratnagiri.
†	†	†	†	†	†	†	†	†	†	†	†	Alibag.
†	†	†	†	†	†	†	†	†	†	†	†	Bombay.
†	†	†	†	†	†	†	†	†	†	†	†	Tanna.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Deccan—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Dharwar.
†	†	†	†	†	†	†	†	†	†	†	†	Belgaum.
†	†	†	†	†	†	†	†	†	†	†	†	Satara.
†	†	†	†	†	†	†	†	†	†	†	†	Sholapur.
†	†	†	†	†	†	†	†	†	†	†	†	Bijapur.
†	†	†	†	†	†	†	†	†	†	†	†	Poona.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Khandesh—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Ahmadnagar.
†	†	†	†	†	†	†	†	†	†	†	†	Nashik.
†	†	†	†	†	†	†	†	†	†	†	†	Dhule.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Gujarat—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Surat.
†	†	†	†	†	†	†	†	†	†	†	†	Broach.
†	†	†	†	†	†	†	†	†	†	†	†	Kutch.
†	†	†	†	†	†	†	†	†	†	†	†	Baroda Cantonment.
†	†	†	†	†	†	†	†	†	†	†	†	Ahmadabad.
†	†	†	†	†	†	†	†	†	†	†	†	Godhra.
†	†	†	†	†	†	†	†	†	†	†	†	Dasa Cantonment.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Kathiawar—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Rajkot.
†	†	†	†	†	†	†	†	†	†	†	†	<b>Central Provinces—</b>
†	†	†	†	†	†	†	†	†	†	†	†	<b>Western—</b>
†	†	†	†	†	†	†	†	†	†	†	†	Nimar.
†	†	†	†	†	†	†	†	†	†	†	†	Kanadwa.
†	†	†	†	†	†	†	†	†	†	†	†	Hoshangabad.
†	†	†	†	†	†	†	†	†	†	†	†	Betul.
†	†	†	†	†	†	†	†	†	†	†	†	Ghadiwara.
†	†	†	†	†	†	†	†	†	†	†	†	Nagpur.
†	†	†	†	†	†	†	†	†	†	†	†	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.

C



## RETAIL PRICES FOR THE END HALF OF FEBRUARY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetum spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur	19 13	12 13	...	...	12 13	11 4	12 13	12 13	21 5	21 5	...	...
Sagar	12 12	13 13	...	...	13 6	13 6	14 2	14 2	21 13	20 —	...	...
Damoh	12 5	12 5	...	...	12 5	12 5	14 1	14 1	19 3	21 3	...	...
Jubbulpore	14 —	13 8	...	...	12 —	12 12	17 —	17 8	23 —	23 —	...	...
Mandla	12 —	12 —	...	...	14 —	14 —	19 —	20 —	...	...	...	...
Seoni	10 3	18 —	...	...	9 8	9 8	10 —	14 13	24 14	26 —	...	...
Bilaspur	12 —	12 —	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Bhandara	13 —	15 —	...	...	...	...	16 4	16 4	...	...	...	...
Chhind	13 3	12 3	...	...	...	...	16 8	16 8	25 5	28 8	...	...
<i>Eastern—</i>												
Bilaspur	16 4	18 4	...	...	16 —	18 13	21 5	21 5	...	...	...	...
Raipur	17 8	16 —	...	...	13 —	11 —	18 2	17 8	...	...	...	...
Sambalpur	15 8	15 8	...	...	13 —	12 —	20 —	19 —	...	...	...	...
<i>Berhampore</i>												
Burdigha	11 8	11 4	...	...	7 —	7 —	9 —	9 —	33 —	35 —	25 —	24 8
Basra	12 4	12 —	...	...	7 —	7 —	12 —	11 8	33 —	33 —	...	...
Akola	11 12	11 4	...	...	6 12	6 8	7 12	7 8	31 8	32 —	...	...
Ellichpur	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amraoti	12 —	11 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	26 —	24 —
Wan	11 —	12 —	...	...	7 —	7 —	8 —	8 —	30 —	33 —	20 —	25 —
<b>Mizam's Territories—</b>												
Secunderabad	9 14	9 14	...	...	5 7	5 7	7 2	7 2	17 8	17 8	16 10	17 8
Bojaram	9 13	9 8	...	...	5 4	5 10	12 2	11 —	20 1	19 13	...	...
Chadarghat	9 8	9 —	...	...	6 4	6 4	10 —	10 —	21 4	20 —	23 —	23 8
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara	...	...	...	...	...	...	12 12	13 11	...	...	...	...
<i>South, central—</i>												
Coimbatore	...	...	...	...	...	...	11 5	11 5	18 5	18 5	21 2	21 2
Nagpur	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Belur	...	...	...	...	...	...	12 3	12 3	20 6	20 —	18 —	18 —
<i>Central—</i>												
Belary	...	...	...	...	...	...	13 —	13 —	29 14	27 13	...	...
Assanapur	...	...	...	...	...	...	13 8	13 8	26 3	26 3	...	...
Cuddalore	...	...	...	...	...	...	11 3	11 3	23 13	23 11	21 13	21 —
Karnal	...	...	...	...	...	...	11 6	11 6	24 14	23 14	...	...
<i>East Coast, north—</i>												
Ganjam	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vinayakapur	...	...	...	...	...	...	12 6	13 —	...	...	24 13	24 13
Godavari	...	...	...	...	...	...	13 —	13 8	23 —	23 —	...	...
<i>East Coast, central—</i>												
Kutna	...	...	...	...	...	...	15 6	15 6	16 10	20 8	...	...
Nellore	...	...	...	...	...	...	17 —	17 —	18 8	18 8	16 14	16 —
<i>East Coast, south—</i>												
Madras	...	...	...	...	...	...	11 11	10 14	13 11	13 —	...	...
Chingleput	...	...	...	...	...	...	14 5	14 5	...	...	17 8	17 8
N. Arcot	...	...	...	...	...	...	17 —	17 —	19 2	19 2	21 10	21 10
S. Arcot	...	...	...	...	...	...	14 —	14 14	...	...	26 3	26 3
Tanjore	...	...	...	...	...	...	13 13	14 10	...	...	21 10	21 10
Trichinopoly	...	...	...	...	...	...	13 8	13 14	17 8	17 8	...	...
<i>Southern—</i>												
Tinnevely	...	...	...	...	...	...	12 6	12 6	14 5	17 8	12 10	12 10
Madura	...	...	...	...	...	...	12 8	13 8	17 13	17 13	...	...
<b>Mysore—</b>												
Mysore	11 —	11 4	...	...	9 12	9 12	10 12	11 —	...	...	...	...
Bangalore	10 8	10 8	10 —	10 —	8 —	8 2	10 —	10 8	24 8	24 8	...	...
Kolar	8 —	8 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur	10 8	10 8	...	...	9 8	9 8	11 —	11 —	...	...	...	...
Hassan	10 —	10 —	9 —	9 —	10 —	10 —	11 —	11 —	...	...	...	...
Kadur	9 —	9 —	10 —	10 —	11 —	11 —	14 —	14 —	23 —	23 —	...	...
Shimoga	12 10	12 10	13 10	13 10	8 6	8 6	13 10	13 10	31 8	31 8	...	...
Chitaldrog	12 —	12 —	13 —	13 —	15 —	15 —	13 —	13 —	36 —	36 —	30 —	30 —
<b>Coorg—</b>												
Coorg	7 8	8 8	7 8	8 —	10 —	11 —	13 8	14 —	...	...	...	...
<b>Aden</b>												
Aden	7 13	7 10	...	...	6 12	6 13	7 5	7 10	13 3	13 6	7 —	7 12

\* Not sold.



represent the number of sars (of 80 tolas) and chittanks sold for one rupee.)

MARUA OR RAOI (Eleusine coracana).		KANGHI OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SIKKAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARRAR, OR THUR, CADJAN PEA (Cajanus indicus).		SALT.		Districts.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
Central Provinces—cont.												
Central—												
100	100	100	100	18 4	17 6	100	100	16 —	14 3	9 2	9 2	Narsinghpur.
100	100	100	100	19 —	19 —	100	100	13 —	13 —	10 11	10 11	Saugor.
100	100	100	100	20 —	20 —	100	100	13 12	12 12	9 2	9 2	Damoh.
100	100	100	100	23 —	22 —	100	100	15 —	15 —	9 8	9 8	Jubbulpore.
100	100	100	100	30 —	30 —	100	100	16 —	16 —	9 8	9 8	Mandla.
100	100	100	100	21 —	22 —	100	100	13 —	14 —	9 10	9 8	Seoni.
100	100	100	100	18 —	18 —	100	100	13 —	13 —	9 —	9 —	Balaghat.
100	100	100	100	22 —	22 —	100	100	15 —	15 —	9 8	9 8	Bhandara.
100	100	100	100	15 13	16 13	100	100	14 2	14 2	9 —	9 —	Chanda.
Eastern—												
100	100	100	100	21 3	21 5	100	100	18 4	18 4	9 3	9 2	Bilaspur.
100	100	100	100	22 —	21 —	100	100	18 —	18 —	9 —	9 —	Raipur.
100	100	100	100	19 —	19 —	100	100	14 —	15 —	10 8	10 8	Sambalpur.
Berar—												
100	100	100	100	18 —	18 —	100	100	13 —	15 —	10 8	10 8	Buldhana.
100	100	100	100	19 —	19 —	100	100	13 8	14 —	9 —	9 —	Basin.
100	100	100	100	16 12	17 8	100	100	13 4	13 —	12 —	12 —	Akola.
100	100	100	100	17 —	17 —	100	100	20 —	22 —	10 —	10 —	Ellichpur.
100	100	100	100	16 —	17 —	100	100	16 —	16 —	11 —	11 —	Amraoti.
100	100	100	100	16 —	16 —	100	100	21 —	20 —	9 8	9 8	Wani.
Nizam's Territories—												
16 8	19 12	100	100	13 14	14 5	100	100	9 14	9 14	9 24	9 24	Secunderabad.
100	100	100	100	16 3	16 9	100	100	13 12	13 12	8 12	8 12	Bolsiam.
100	100	100	100	16 4	16 12	100	100	13 12	13 12	8 12	8 12	Chadarghat.
Madras—												
Malabar Coast—												
100	100	100	100	100	100	100	100	100	100	12 14	12 14	Malabar.
100	100	100	100	100	100	100	100	100	100	11 14	11 14	S. Canara.
South, central—												
18 14	18 14	100	100	100	100	100	100	100	100	11 8	11 8	Coimbatore.
21 13	21 0	100	100	100	100	100	100	100	100	10 10	10 10	Nigeria.
100	100	100	100	100	100	100	100	100	100	11 5	10 14	Salom.
Central—												
31 —	31 —	100	100	100	100	100	100	100	100	10 13 and 13 3	10 13 and 11 8	Bellary.
27 3	27 3	100	100	100	100	100	100	100	100	11 8	11 8	Anantapur.
25 8	24 —	100	100	100	100	100	100	100	100	12 3	12 3	Cuddapah.
18 2	18 2	100	100	100	100	100	100	100	100	10 2	10 2	Karur.
East Coast, north—												
20 11	21 6	100	100	100	100	100	100	100	100	10 —	10 —	Ganjam.
22 11	22 11	100	100	100	100	100	100	100	100	12 —	12 —	Vizagapatam.
23 10	23 10	100	100	100	100	100	100	100	100	12 2	12 2	Godavari.
East Coast, central—												
28 5	28 5	100	100	100	100	100	100	100	100	12 3	12 3	Kistna.
22 2	21 2	100	100	100	100	100	100	100	100	12 13	12 13	Nellore.
East Coast, south—												
19 8	19 8	100	100	100	100	100	100	100	100	12 8	12 8	Madras.
16 6	16 6	100	100	100	100	100	100	100	100	13 5	13 5	Chingleput.
24 10	24 10	100	100	100	100	100	100	100	100	12 2	12 2	N. Arcot.
20 11	20 11	100	100	100	100	100	100	100	100	13 3	13 3	S. Arcot.
28 12	28 11	100	100	100	100	100	100	100	100	12 14	12 14	Tanjore.
23 10	23 14	100	100	100	100	100	100	100	100	12 —	12 —	Trichinopoly.
Southern—												
20 10	20 10	100	100	100	100	100	100	100	100	13 13	13 13	Tinnevely.
21 11	21 11	100	100	100	100	100	100	100	100	13 4	13 4	Madurai.
Mysore—												
18 —	18 —	100	100	10 12	9 12	100	100	8 4	9 —	10 4	10 4	Mysore.
24 8	24 8	100	100	12 8	12 8	100	100	8 8	8 8	10 8	10 8	Bangalore.
25 —	25 —	100	100	10 —	10 —	100	100	9 —	9 —	10 —	10 —	Kolar.
24 —	24 —	100	100	10 —	10 —	100	100	9 —	9 —	9 —	9 —	Tumkur.
24 —	24 —	100	100	14 —	14 —	100	100	9 —	9 —	10 —	10 —	Hassan.
25 —	25 —	100	100	13 —	13 —	100	100	11 —	11 —	10 —	10 —	Kadur.
28 9	28 9	100	100	14 11	14 11	100	100	15 9	12 4	11 —	11 —	Shimoga.
30 —	30 —	100	100	15 —	15 —	100	100	12 —	12 —	9 —	9 —	Chitaldrug.
Coorg—												
26 8	26 8	100	100	25 8	25 —	100	100	7 8	7 —	11 —	10 8	Coorg.
Aden—												
100	100	100	100	11 10	11 8	100	100	9 2	10 4	32 —	32 —	Aden.

\* Not sold.

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Director-General of Statistics.


H. H. RISLEY,

Off. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

March 30, 1899.



 Continuation Sheets of Supplement to the Gazette of India published at Calcutta.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, March 18th, 1899.

Last week, it will be remembered, the weather was unsettled over Northern India, and a series of slight storms passed across that part of the country from the westward to the eastward. These unsettled conditions continued during the greater part of the week under review. The first of the storms was shown over the Western desert on Sunday, 12th March, occasioning snow and rain in Kashmir and rain in Baluchistan, Sind and the West and North Punjab. By the morning of the 13th the storm had practically disappeared, but showers continued to be received over the extreme north-west of India. On the morning of the 14th the weather was nearly clear and appeared quite quiet, but on the 15th pressure was giving way rapidly in the extreme north-west and rain had commenced in Baluchistan. On the following day a diffused depression was shown over the Kashmir Himalayas and the north and centre of the Punjab, and the weather was again rainy over Baluchistan, Lower Sind, the West and North Punjab and the Kashmir Himalayas. The storm disappeared or was transferred with great rapidity to the eastward. During the day a large high pressure area was developed over North-West India; the weather cleared and became everywhere fine, while strong westerly and west-north-westerly winds, such as prevail over Northern India during the hot weather, were established over the Gangetic Plain. Rain is unusual at this season in Sind, and, as a result of the rainfall noticed above, the mean temperature of Sind has been considerably—and of Gujarat slightly—below the normal average. In nearly all other places the heat during the week has been excessive, but in South India, owing to local causes, the first-half of the week was cooler than usual.

**Daily Summary.**—*Sunday, March 12th*—Pressure had given way briskly to rapidly over the Punjab, and a storm, at the centre of which the barometer read slightly below the normal, was traversing that province. The winds were irregular over the greater part of the country, but were gusty and squally in the north-west. The weather was very unsettled and showery in the north-west and in Baluchistan, and snow and rain had fallen on the hills and rain on the plains around the north-west frontier of India. Peshawar, Cherat and Hyderabad had received over 1 inch in twenty-four hours. The mean temperature was low over the Indus Valley, Gujarat and the south of the Peninsula, about normal in Burma and Assam and high elsewhere. In Eastern Rajputana the excess was more than  $9^{\circ}$ ; while at Jacobabad and Salem the deficiency was over  $5^{\circ}$ .

*Monday, March 13th.*—The barometer had risen in the north-west, but had fallen in all other parts of the Indian region. The storm noticed over the Punjab had almost disappeared, and a well-marked high pressure area was shown over North Bombay, Central India and Rajputana where the barometer was considerably to largely higher than usual. The winds varied considerably in direction, but were gusty and unsteady in force, and gales had been experienced at several north-west stations. The sky was practically clear of cloud at 8 A.M., but the weather had been unsettled, with snow and rain on the hills, and rain over Baluchistan and parts of the Punjab and of the North-West Provinces. The mean temperature remained low over the Indus Valley and that neighbourhood, as well as over the south of the Peninsula, normal over the Central Punjab, and much above the average elsewhere. The principal variations from the normal were  $+12.3^{\circ}$  at Cawnpore,  $-8.8^{\circ}$  at Hyderabad (Sind) and  $-5.3^{\circ}$  at Salem.

*Tuesday, March 14th.*—The barometer had risen briskly in the West Punjab, fallen briskly to rapidly over the North Gangetic Plain and North-East India and changed slightly elsewhere. A well-marked high pressure area overlay North-West and Central India and a low pressure area Bengal, Assam and



Upper Burma, so that gradients were steepish over the Gangetic Valley. A fresh north-westerly to westerly wind prevailed down the Gangetic Valley and across Bengal and a light north-east wind over the Central Provinces. In the Peninsula pressure was uniform and the winds light and variable. The weather was cloudy on the hills, and there had again been snow in Kashmir and rain at Sialkot, Rawalpindi, Srinagar and Murree. The mean temperature had increased over the Indus Valley, so that the depression of temperature in that region was less than on the 13th, but the general conditions of temperature were unchanged, the following being the principal variations from the normal: Cawnpore  $+9.8^{\circ}$ , Rawalpindi  $-4.0^{\circ}$  and Salem  $-4.5^{\circ}$ .

*Wednesday, March 15th.*—Pressure was high over North-West and Central India, low over Bihar and uniform over the Peninsula. Steepish gradients continued to be reported down the Gangetic Valley, and the westerly and west-north-westerly wind over that region was strong. Elsewhere the winds were generally variable, but in the Indus Valley and Baluchistan the direction was between south and east, and a fresh depression was approaching the north-west frontier where the barometer was falling rapidly. The weather was cloudy on and near the hills in the extreme north-west and north-east, and showers were reported from Sibsagar, Quetta and Chaman. The mean temperature was low over a large part of North-West India, about normal in the south of the Peninsula and was excessive elsewhere.

*Thursday, March 16th.*—The barometer was falling over the Punjab, and the depression which had been advancing towards the north-west frontier on the previous day was shown over that province. It was giving squally unsettled weather to a large part of North-West India and had occasioned snow and rain in Kashmir and rain over Baluchistan, Lower Sind and the West and North Punjab. The mean temperature was again much lower than usual in the Indus Valley, about normal over the Peninsula and higher than usual elsewhere.

*Friday, March 17th.*—The depression had either disappeared or had been transferred rapidly eastward to Bengal, and a large anti-cyclone, with pressure largely above the normal average, had been established over North-West India. North-westerly winds were blowing in Northern India, north-easterly winds in the centre and variable winds elsewhere. Calms were reported in the north-east. The weather was fine throughout almost the whole country, but snow had been received in Kashmir and thundershowers over the North-West Himalayas and some submontane stations. The mean temperature was slightly to very largely below the normal over the extreme north-west of India and slightly below over the east of the Peninsula, while elsewhere the heat was excessive. The following variations from the normal explain the distribution of the mean temperature relatively to the average: Jacobabad  $-10.3^{\circ}$ , Jhansi  $+5.7^{\circ}$ , False Point  $-1.2^{\circ}$ , Tونغoo  $+5.0^{\circ}$ .

*Saturday, March 18th.*—The barometer was falling everywhere, but there had been no important change in the pressure conditions. Strong westerly and west-north-westerly winds continued down the Gangetic Valley, moderate northerly and north-easterly winds over the central parts of the country and variable winds elsewhere. The weather was very fine with clear skies and very dry air, and the only rainfall reported was a few drops at Sibsagar. The temperature distribution was the same as on the preceding day. The weather was cooler than usual over North-West India and over the east of the Peninsula and was hotter than usual elsewhere. The principal variations were:  $-8.1^{\circ}$  at Jacobabad,  $-2.6^{\circ}$  at Vizagapatam and  $+7.1^{\circ}$  at Sibsagar.

**Temperature.**—The weather has been hotter than usual over the greater part of the country during the week under review. Owing, however, to some local influence the heat was steadily and considerably below the normal in the south of the Peninsula for the first four days of the week. A cool wave in the Indus Valley impinged on the high temperature area over Northern India on the 12th and became strongly marked on the following day, but thereafter it gradually broke up without advancing. On the 16th another cool wave appeared over the Indus Valley, and this had more vitality as it advanced eastward as far as the north of



the Central Provinces and the west of the North-West Provinces. Notwithstanding these two cold waves and the low temperature area in the south, the heat generally was excessive and for the whole country for the whole week averaged  $1\frac{1}{2}^{\circ}$  above the normal.

The following table gives the temperature variation data for the week :

PROVINCE.	MARCH 1899.							Mean variation of week.
	12th	13th	14th	15th	16th	17th	18th	
Burma	+1.0	+1.0	+2.9	+2.8	+2.6	+1.8	+1.9	+2.0
Assam	+0.9	+1.7	+2.9	+3.6	+2.4	+2.9	+4.9	+2.8
Bengal	+3.0	+3.6	+4.5	+3.8	+1.5	+1.2	+1.9	+2.8
Orissa	+3.4	+3.2	+3.1	+4.3	+1.8	-0.5	+1.0	+2.3
Bihar	+3.5	+4.0	+6.0	+3.9	+2.5	+2.6	+3.7	+3.7
Chota Nagpur	+5.9	+5.9	+7.0	+3.3	+1.3	+1.1	+3.6	+4.0
N.-W. P. and Oudh	+5.5	+5.5	+5.6	+2.9	+2.2	+3.7	+1.9	+3.9
Punjab	+4.5	+4.5	+0.8	+0.4	+0.4	-2.5	-3.7	+0.6
Sind	-1.1	-6.1	-1.8	-1.9	-6.1	-7.9	-4.7	-4.2
Rajputana	+7.4	+3.8	+1.4	-0.3	+4.2	-2.0	-2.8	+1.7
Gujarat	-0.7	+0.4	+0.2	+1.4	+3.3	-4.6	-4.3	-0.6
Central India	+5.9	+5.1	+2.5	■	+1.2	+2.3	-1.7	+2.2
Central Provinces	+5.0	+5.0	+4.2	+1.0	+0.7	+0.6	+0.7	+2.5
Berar	+6.4	+5.6	+2.9	+1.0	+2.1	+3.8	+2.7	+3.5
West Coast	-0.4	-0.8	0	+0.7	+0.1	+0.8	+0.7	+0.2
Bombay Deccan	+1.0	+1.5	+0.9	+1.8	+2.0	+1.8	+1.1	+1.4
Mysore	-2.3	+0.5	+0.3	+2.5	+1.2	+1.2	+1.6	+0.7
Madras Coast	+0.3	+1.3	+0.6	+2.1	+2.2	+1.4	+0.3	+1.2
Madras Deccan	+4.6	-1.2	+0.2	+0.2	+0.9	+0.8	+0.5	+0.9
South India	-3.9	-3.5	-4.1	-2.3	+0.6	+0.3	+0.1	-1.8
Mean for whole of India	+2.5	+2.1	+2.0	+1.6	+1.4	+0.4	+0.5	+1.5

The heat was excessive on all days of the week, though on the last two days the excess was small and unimportant. The provincial variations exhibit a considerable depression of temperature in Sind and a slight depression in South India, while in the Punjab, Gujarat, the West Coast, Mysore and the Madras Deccan the mean temperature was normal and in the remaining provinces excessive. The hottest area relatively to the normal was Chota Nagpur with a mean excess of  $4^{\circ}$ .

The following were the highest maximum temperatures recorded on each day :

Sunday	March 12th	—Cuttack	103.4°
Monday	" 13th	—Do.	103.4°
Tuesday	" 14th	—Chanda	105.2°
Wednesday	" 15th	—Cuddapah	104.2°
Thursday	" 16th	—Do.	105.2°
Friday	" 17th	—Do.	104.2°
Saturday	" 18th	—Kurnool	104.8°

**Rain.**—Practically the whole of the rainfall of the past week has been due to the storms which appeared on the north-west frontier, and hence rain has been practically confined to North-West India. There has been light rainfall in Assam and North Bengal due to local showers, but this rainfall, though important and useful, has been light and scattered and attributable to purely local causes.



The rainfall in the north-east occurred in three divisions, *viz.*, the Surma division of Assam, the Brahmaputra division of Assam and the north division of Bengal. In the first division the rain fell on the 14th only; in the second it fell on the 12th, between the 14th and 16th and again on the 18th; and in the last apparently on the 18th. The amount of rain was very small in North Bengal; it was small in the Surma division and was moderate in the Brahmaputra division, the amount apparently increasing on ascending the valley. Turning to the north-west the rainfall occurred under the influence of two storms and fell as follows: in the west of the North-West Provinces on the 13th and 17th; in the Punjab on the 12th, 13th and 14th and again on the 16th and 17th; in Sind on the 12th and 16th; and in Baluchistan on the 12th and 13th and the 15th and 16th. The table at the close of the summary shows that rain fell during the week, in effective amount, only in six divisions, *viz.*, Assam (Surma), Assam (Brahmaputra), the Central Punjab, the North Punjab, Sind and Baluchistan. Of these six divisions four received more than the normal fall of rain, *viz.*, the Central Punjab + 0.19 inch, the North Punjab + 1.19 inches, Sind + 0.51 inch and Baluchistan + 1.11 inches. In all other parts of the country, even where rain has fallen, the amount has been less than usual, and in most places there has been no rain whatever. The deficiency has been considerable and important in parts of Assam and the North-West Himalayas where moderate showers are anticipated at this time, but elsewhere the normal fall is small and of little consequence.

The three concluding columns of the rainfall table show that the rainfall during the past three weeks has been unusually light, and that over a very large part of the Peninsula, of Burma, of the central districts and of the Gangetic Plain there has been no rain whatever. In these districts, however, the normal rainfall at this season is very light. In Assam and parts of Bengal and the Punjab, on the contrary, moderate rain is anticipated during the three weeks under review, and though in some cases this moderate rainfall has been received, in others it has been considerably short of the average. Thus, while East Bengal received more than, and Cachar and the Assam Valley about, the normal, Central and North Bengal have received only half the average and West Bengal practically no rain.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MARCH 18TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MARCH 18TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rain- fall, February 26th to March 18th.	Excess or defect of (seasonal) rainfall ex- pressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'06	- 0'06	0	0'08	- 100
	2. Lower Burma Deltaic	0	0	0	0	0'05	- 100
	3. Central do.	0	0	0	0	0	0
	4. Upper do.	0	0'28	- 0'28	0'01	0'47	- 98
	5. Arakan	0	0'07	- 0'07	0	0'19	- 100
BENGAL AND ASSAM	6. Eastern Bengal	0	0'60	- 0'60	2'02	1'54	+ 31
	7. Assam Surma	0'30	2'18	- 1'98	4'25	4'66	- 9
	8. Do. Hills	0	1'03	- 1'03	1'69	2'18	- 22
	9. Do. Brahmaputra	0'41	0'90	- 0'49	2'23	1'90	+ 17
	10. Deltaic Bengal	0	0'30	- 0'30	0'72	1'10	- 35
	11. Central do.	0	0'19	- 0'19	0'25	0'54	- 54
	12. North do.	0'03	0'23	- 0'20	0'27	0'52	- 48
	13. Bengal Hills	0	0'45	- 0'45	0'58	0'89	- 35
	14. Orissa	0	0'17	- 0'17	0'11	0'60	- 82
	15. Chota Nagpur	0	0'35	- 0'35	0	0'82	- 100
	16. South Bihar	0	0'06	- 0'06	0'02	0'22	- 91
	17. North do.	0	0'06	- 0'06	0'01	0'26	- 96
NORTH-WESTERN PROVINCES AND OUDEH.	18. N.-W. P. East	0	0'04	- 0'04	0	0'17	- 100
	19. South Oudh	0	0'05	- 0'05	0	0'18	- 100
	20. North do.	0	0'09	- 0'09	0	0'28	- 100
	21. N.-W. P. Central	0	0'03	- 0'03	0'01	0'19	- 95
	22. Do. West	0	0'07	- 0'07	0'01	0'31	- 97
	23. Do. East Submontane	0	0'04	- 0'04	0	0'25	- 100
	24. Do. West do.	0'06	0'22	- 0'16	0'09	0'70	- 87
	25. Do. Hills	0'07	0'60	- 0'59	0'25	2'11	- 88
PUNJAB	26. South-East Punjab	0'01	0'13	- 0'12	0'01	0'41	- 98
	27. South do.	0	0'14	- 0'14	0	0'39	- 100
	28. Central do.	0'35	0'16	+ 0'19	0'46	0'25	- 39
	29. Punjab Submontane	0'09	0'23	- 0'13	0'11	0'87	- 87
	30. Do. Hills	0'06	0'67	- 0'61	0'21	2'10	- 90
	31. North Punjab	1'52	0'33	+ 1'19	1'56	1'12	+ 39
	32. West do.	0'08	0'10	- 0'02	0'16	0'33	- 52
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	33. Malabar	0	0'21	- 0'21	0'06	0'39	- 85
	34. Madras South-Central	0	0'11	- 0'11	0'01	0'32	- 97
	35. Coorg	0	0'22	- 0'22	0	0'54	- 100
	36. Mysore	0	0'04	- 0'04	0	0'12	- 100
	37. Konkan	0	0	0	0	0'01	- 100
	38. Bombay Deccan	0	0'02	- 0'02	0	0'05	- 100
	39. Hyderabad North	0	0	0	0	0'01	- 100
	40. Khandesh	0	0	0	0	0'01	- 100
CENTRAL PROVINCES AND BERAR.	41. Berar	0	0'03	- 0'03	0	0'13	- 100
	42. Central Provinces West	0	0'02	- 0'02	0	0'18	- 100
	43. Do. do. Central	0	0'12	- 0'12	0'01	0'26	- 96
	44. Do. do. East	0	0'16	- 0'16	0'01	0'48	- 98
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0	0
	46. Kathiawar	0	0'02	- 0'02	0	0'12	- 100
	47. Sind	0'56	0'05	+ 0'51	0'67	0'34	+ 179
	48. Baluchistan Hills	1'31	0'40	+ 1'11	1'04	1'43	+ 36
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0	0'03	- 0'03	0	0'10	- 100
	50. Rajputana East, Central India West.	0	0'04	- 0'04	0	0'13	- 100
	51. West Rajputana	0	0'05	- 0'05	0	0'14	- 100
MADRAS	52. East Coast North	0	0'08	- 0'08	0'06	0'26	- 77
	52-A. Do. do. (a)	0	0'25	- 0'25	0	0'43	- 100
	53. Hyderabad South	0	0'27	- 0'27	0	0'37	- 100
	54. Madras Central	0	0'04	- 0'04	0	0'06	- 100
	55. East Coast Central	0	0'04	- 0'04	0	0'13	- 100
	56. Do. South	0	0'02	- 0'02	0	0'15	- 100
	57. Madras South	0	0'20	- 0'20	0	0'54	- 100

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Government of India.

T. W. HOLDERNESS,

Secretary to the Government of India.

SIMLA, 23rd March, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weather Review of India for the Week ending at 8 a.m. on Saturday, March 25th, 1899.

Throughout the greater part of the week under review the weather has been controlled by anti-cyclonic conditions of pressure. On the first day of the week a large high pressure area was shown in the north-west and low pressure areas over Bengal on the one hand and the south of the Peninsula on the other. The high pressure area in the north-west by the next morning had moved to Rajputana and Central India and there remained until the 23rd. During this period westerly winds blew down the Gangetic Plain, north-easterly winds in the Central Provinces and variable winds elsewhere with fine dry and on the whole cool weather. On the 24th a change set in. Pressure gave way rapidly over Northern India, the anti-cyclonic movement of the winds ceased and on the 25th a slight but well-marked storm appeared in Upper Sind. Practically no rain fell over India, and the weather changed during the week from the conditions which ordinarily accompany fine weather in the cold season to ordinary hot weather, the change being accompanied with a very remarkable rise of temperature.

**Daily Summary.—Sunday, March 19th.**—Pressure was high and read considerably above the normal over North-West and Central India, while it was low and below the normal over Bengal and the south of the Peninsula. Fresh west-north-westerly and westerly winds prevailed down the Gangetic Plain, moderate north-easterly winds over the Central Provinces and variable local winds elsewhere. The weather was fine and the only rainfall reported was a shower at Sibsagar. The air was very dry in parts of West Bengal, Bombay, Rajputana and the Central districts. The heat was somewhat greater than usual over North-East India and the north and west of the Peninsula, but elsewhere the weather was cooler than the average.

**Monday, March 20th.**—Pressure had given way briskly in the extreme north-west, so that the high pressure area had been transferred eastward and lay over Rajputana and Central India. Pressure was more uniform generally than on the preceding day. The wind directions were unchanged, but the force had fallen. The sky was nearly clear of cloud and the air was daily becoming drier. A shower had been received in Tenasserim, but no rain had fallen over India. The weather was cooler than usual except over Burma, Assam and part of the west of the Peninsula.

**Tuesday, March 21st.**—There had been no important change in pressure or winds, though the north-east winds over the central parts of the country showed signs of dying down. The barometer was high for the time of year almost everywhere. The sky remained almost cloudless and the air very dry, while the only rainfall reported was a shower or two in Tenasserim. The heat remained somewhat greater than usual over Burma and at some west coast stations, while elsewhere the weather was unusually cool.

**Wednesday, March 22nd.**—The barometric changes continued generally slight. Pressure remained higher over Rajputana and Central India than elsewhere, but the differences were small. The winds were light. They blew from the westward in the north and from the eastward in the centre of the country, while elsewhere the directions were variable. The weather remained fine and dry, and no rain whatever was reported. Temperature had begun to rise and had risen above the average in the north-west, while it still remained high in Burma. Elsewhere the weather continued cool.

**Thursday, March 23rd.**—The barometer had fallen almost everywhere—particularly in the north. Pressure remained very uniform, though slightly higher in Rajputana than elsewhere. The winds varied a good deal and were generally light, but at the head of the Bay the usual strong southerly winds were reported. There was hardly any cloud, and there had been no rain over India. Temperature



had continued to rise—more particularly in the north-west. The heat was slightly excessive over Burma and very excessive over North-West India, while over the intervening region the weather was cooler than usual.

*Friday, March 24th.*—The barometric fall which had commenced on the preceding day had continued and had changed the whole pressure conditions. The fall had been rapid in the north, and a low pressure area had appeared over the Gangetic Plain with moderate gradients. The barometer read below the normal everywhere. The winds varied between north-west and south-west over Northern India and were variable over the Peninsula. The force at the head of the Bay was increasing. The change in the pressure conditions had been accompanied with some change in the general weather, the air having become somewhat damper and the sky slightly clouded. A thunderstorm had given some rain to the south of the Peninsula. The mean temperature remained high for the time of year over Burma and North-West India and lower than usual in the intervening region.

*Saturday, March 25th.*—The sudden barometric fall had ceased, but there had been no change in the general barometric conditions except that a small shallow storm had appeared in Upper Sind. The winds were also unaltered. The force was strong to a gale at Saugor Island. The sky had become still more cloudy—more particularly in the north-west, and a light shower had occurred at Cherat. Slight cloud was also reported from the south of the Peninsula and light rain from Trivandrum and Cochin. The weather was hotter than usual except in the south of the Peninsula. The excess was very large in the north-west.

**Temperature.**—There has been a remarkable change in the temperature conditions during the week under review. At the commencement of the week the mean temperature was low and the pressure high over North-Western and Central India, cold weather conditions in fact prevailing over the country. As the week advanced, however, there occurred a marked change. A wave of heat entered North-West India from the westward, and by the close of the week the weather was hotter than usual almost everywhere, but particularly so in the north-west.

The following table gives mean temperature variation data for the week:

PROVINCE.	MARCH 1899.							Mean variation of week.
	19th	20th	21st	22nd	23rd	24th	25th	
	•	•	•	•	•	•	•	•
Burma . . . . .	+1.5	+0.9	+1.7	+2.5	+2.0	+1.8	+1.4	+1.7
Assam . . . . .	+1.9	+0.5	—0.8	—0.7	—0.3	+0.9	+1.4	+0.4
Bengal . . . . .	+2.2	—1.6	—1.8	—1.2	—0.8	+1.1	+1.9	0
Orissa . . . . .	+1.0	+0.5	—1.8	—1.0	—1.2	—0.2	+2.5	0
Bihar . . . . .	+1.3	—2.7	—2.2	—1.4	—2.2	—0.8	+1.9	—0.9
Chota Nagpur . . . . .	0	—2.6	—1.5	—1.7	+0.1	+1.4	+3.7	—0.1
N.-W. P. and Oudh . . . . .	—1.6	—2.7	—1.8	—2.5	—0.5	+1.4	+5.0	—0.4
Punjab . . . . .	—3.8	—3.2	—1.2	+1.4	+4.9	+7.2	+9.8	+2.2
Sind . . . . .	—1.9	—2.1	+0.6	—2.1	+5.3	+5.2	+5.8	+2.1
Rajputana . . . . .	—3.7	—3.5	—1.4	+0.6	+3.9	+6.9	+9.3	+1.7
Gujarat . . . . .	—1.9	—0.4	+0.3	+2.1	+4.6	+4.0	+4.0	+1.8
Central India . . . . .	—1.6	—4.0	—2.9	—1.6	—0.3	+2.6	+6.0	—0.3
Central Provinces . . . . .	+0.5	—2.5	—1.3	—0.9	—0.3	+0.8	+3.9	0
Berar . . . . .	+2.2	—0.2	+2.0	+1.9	+1.0	+1.7	+2.0	+1.2
West Coast . . . . .	+1.1	+0.4	+0.2	0	+0.2	+0.4	+0.1	+0.3
Bombay Deccan . . . . .	+0.5	+0.8	+0.6	+1.0	—0.1	—0.3	+1.4	+0.6
Mysore . . . . .	+0.1	+0.2	—1.2	—0.8	—2.5	—2.7	—0.7	—1.1
Madras Coast . . . . .	—1.7	—1.4	—3.0	—2.5	—2.6	—1.5	—0.9	—1.9
Madras Deccan . . . . .	—0.2	—0.5	—1.2	—1.3	—3.1	—2.4	—1.5	—1.5
South India . . . . .	—1.5	—2.0	—2.2	—1.6	—0.6	—0.7	—0.4	—1.3
Mean for whole of India . . . . .	—0.3	—1.3	—0.9	—0.3	+1.4	+1.3	+2.8	+0.2



The mean temperature of the first four days of the week for the whole country was less than usual, that for the last three days more than usual, so that the general average of the whole week for the whole country was just about the normal. The coolest day relatively to the normal was the 20th, the hottest the 25th. The provincial variations were not on the whole large, as the excess at the close of the week was largely balanced by the deficiency at the commencement, but there was a slight to moderate excess shown in Burma, the Punjab, Sind, Rajputana, Gujarat and Berar, and a slight deficiency in Mysore, Madras Coast, Madras Deccan and South India.

The following were the highest maxima recorded on each day:

March 19th	.	.	.	.	.	104.2°	at	Chanda.
" 20th	.	.	.	.	.	103.2°	"	Do.
" 21st	.	.	.	.	.	104.5°	"	Yamethin.
" 22nd	.	.	.	.	.	105.5°	"	Do.
" 23rd	.	.	.	.	.	106.3°	"	Ahmedabad.
" 24th	.	.	.	.	.	108.9°	"	Jacobabad.
" 25th	.	.	.	.	.	109.3°	"	Do.

**Rain.**—As mentioned above, there has been practically no rain throughout the Indian region during the week under review, and the rainfall table at the close of the summary shows that the Assam Valley and the Malabar coast district were the only divisions which received any rain during the week. In most places the average normal rainfall is small for the week under review, but in Assam and also in parts of the North-West Himalayas fair to moderate showers are anticipated, and in these regions the absence of rain is important. For the four weeks from the 26th of February to the 25th of March the total rainfall has been almost everywhere deficient. In East Bengal, the Assam Valley and Baluchistan the total fall has been about normal and in Sind it has been greater than usual, but in all other places it has been short, and over a considerable part of the country no rain whatever has been received throughout the entire period.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING March 25th, 1899.			RAINFALL DATA FROM FEBRUARY 26th TO March 25th, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in inches.	Average actual rainfall of season to date.	Average per- centage rainfall February 26th to March 25th.	Excess or de- ficit of (per- centage) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'09	— 0'09	0	0'17	— 100
	2. Lower Burma Deltaic.	0	0'01	— 0'01	0	0'06	— 100
	3. Central do.	0	0	0	0	0	0
	4. Upper do.	0	0'11	— 0'11	0'01	0'57	— 98
	5. Arakan	0	0'10	— 0'10	0	0'29	— 100
BENGAL AND ASSAM	6. Eastern Bengal	0	0'45	— 0'45	2'02	1'99	+ 2
	7. Assam Surma	0	2'29	— 2'29	4'25	6'95	— 39
	8. Do. Hills	0	1'04	— 1'04	1'69	3'21	— 47
	9. Do. Brahmaputra	0'05	0'73	— 0'68	2'28	2'63	— 13
	10. Deltaic Bengal	0	0'28	— 0'28	0'72	1'38	— 48
	11. Central do.	0	0'12	— 0'12	0'35	0'66	— 62
	12. North do.	0	0'41	— 0'41	0'27	0'93	— 71
	13. Bengal Hills	0	0'40	— 0'40	0'58	1'29	— 55
	14. Orissa	0	0'23	— 0'23	0'11	0'83	— 87
	15. Chota Nagpur	0	0'11	— 0'11	0	0'92	— 100
	16. South Bihar	0	0'05	— 0'05	0'01	0'24	— 96
	17. North do.	0	0'05	— 0'05	0'01	0'31	— 97
NORTH-WESTERN PROVINCES AND ODISH.	18. N.-W. P. East	0	0'04	— 0'04	0	0'21	— 100
	19. South Oudh	0	0'05	— 0'05	0	0'23	— 100
	20. North do.	0	0'06	— 0'06	0	0'34	— 100
	21. N.-W. P. Central	0	0'06	— 0'06	0'01	0'25	— 96
	22. Do. West	0	0'10	— 0'10	0'01	0'41	— 98
	23. Do. East Submontane	0	0'04	— 0'04	0	0'28	— 100
	24. Do. West do.	0	0'14	— 0'14	0'09	0'85	— 89
PUNJAB	25. Do. Hills	0	0'39	— 0'39	0'25	2'40	— 90
	26. South-East Punjab	0	0'06	— 0'06	0'01	0'47	— 98
	27. South do.	0	0'10	— 0'10	0	0'49	— 100
	28. Central do.	0	0'16	— 0'16	0'46	0'91	— 49
	29. Punjab Submontane	0	0'13	— 0'13	0'13	1'00	— 87
	30. Do. Hills	0	0'41	— 0'41	0'21	2'51	— 92
	31. North Punjab	0	0'66	— 0'66	1'35	1'75	— 29
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	32. West do.	0	0'13	— 0'13	0'16	0'45	— 64
	33. Malabar	0'41	0'41	0	0'47	0'80	— 41
	34. Madras South-Central	0	0'32	— 0'32	0'01	0'64	— 98
	35. Coorg	0	0'22	— 0'22	0	0'70	— 100
	36. Mysore	0	0'11	— 0'11	0	0'23	— 100
	37. Konkan	0	0'02	— 0'02	0	0'03	— 100
	38. Bombay Deccan	0	0'07	— 0'07	0	0'12	— 100
CENTRAL PROVINCES AND BERAR.	39. Hyderabad North	0	0'01	— 0'01	0	0'01	— 100
	40. Khandesh	0	0'01	— 0'01	0	0'01	— 100
	41. Berar	0	0'04	— 0'04	0	0'16	— 100
	42. Central Provinces West	0	0'12	— 0'12	0	0'23	— 100
BOMBAY (NORTH)	43. Do. do. Central	0	0'16	— 0'16	0'01	0'42	— 97
	44. Do. do. East	0	0'13	— 0'13	0'01	0'61	— 92
	45. Gujarat	0	0	0	0	0	0
	46. Kathiawar	0	0	0	0	0'12	— 100
RAJPUTANA AND CENTRAL INDIA	47. Sind	0	0	0	0'67	0'23	+ 168
	48. Baluchistan Hills	0	0'47	— 0'47	1'94	1'99	+ 2
	49. Central India East	0	0'04	— 0'04	0	0'14	— 100
	50. Rajputana East, Central India West.	0	0'02	— 0'02	0	0'16	— 100
MADRAS	51. West Rajputana	0	0'02	— 0'02	0	0'16	— 100
	52. East Coast North	0	0'10	— 0'10	0'06	0'36	— 83
	53. A. Do. do. (a)	0	0'72	— 0'72	0	1'15	— 100
	54. Hyderabad South	0	0'12	— 0'12	0	0'49	— 100
	55. Madras Central	0	0'04	— 0'04	0	0'10	— 100
	56. East Coast Central	0	0'09	— 0'09	0	0'22	— 100
	57. Do. South	0	0'21	— 0'21	0	0'36	— 100
	58. Madras South	0	0'43	— 0'43	0	0'97	— 100

W. L. DALLAS,

Asst. Meteorological Reporter to the

Government of India.

T. W. HOLDERNESS,

Secretary to the Government of India.

SIMLA, 30th March, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 25th March.*—Slight showers of rain fell in parts of Tinnevely, Travancore, and Cochin. The water-supply is sufficient. Some small sowings are being made under irrigation. The standing crops are generally in good condition. The harvest continues to yield an almost normal outturn and the yield of cotton is also about the average. Pasturage is scanty, but fodder is sufficient and the condition of cattle generally good. Prices are almost stationary in the Deccan, staple-grains having returned almost to their normal rates; but elsewhere they are generally still above the average, except rice in the Deccan and the Carnatic, where the price is below the normal.

**Bombay.**—*For week ending 29th March.*—American cotton has been blighted in two talukas of Dharwar. Reaping of the late crops is progressing in fourteen and preparations for next season are being made in fifteen districts. Cotton-picking continues in parts of Gujarat and the Karnatak and extraction of opium in Baroda territory. Fodder is sufficient, except in parts of Karachi. Agricultural stock is healthy. Prices have risen in five and fallen in five districts; elsewhere they are stationary.

**Bengal.**—*For week ending 27th March.*—No rain fell during the week, except showers accompanied by hail at Muzaffarpur. Ploughing and in some parts early sowings are proceeding and the prospects of spring rice and other standing crops are good. Rain is wanted in some districts. The spring harvest continues and the collection of opium is nearly over. The planting of sugarcane has begun in some parts. The fodder-supply is ample in every district, except in parts of Midnapore and the Sonthal Parganas. Prices are practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 29th March.*—Seasonable weather prevailed during the week. Harvesting and threshing of the spring crops are progressing. Sowing and irrigation of the extra crops, extraction of opium, and planting of sugarcane continue. Prospects are favourable, markets well stocked, and fodder sufficient. Prices are stationary or falling.

**Punjab.**—*For week ending 29th March.*—Slight showers of rain fell in Peshawar. Sowings of the extra spring crops and also of sugarcane and cotton are proceeding, and reaping of the spring crops has commenced. The condition of the irrigated spring crops is generally reported to be average and of the unirrigated crops below the average and their yield is also expected to be below the average. Rain is still wanted. The poppy crop is poor in Lahore. Certain of the spring crops have been damaged by caterpillars in parts of Ferozepore and Lahore. Cattle are reported to be in fair condition in all districts, except Delhi. Fodder is scarce in Delhi, Umballa, Shahpur, and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, the chief food-staple, are rising in Rawalpindi, falling in Delhi, Shahpur, Peshawar, and Dera Ismail Khan, and are



unchanged elsewhere. Wheat is selling from 16 to 20, gram 20 to 22, barley 28, bulrush-millet 18 to 22½, maize 24 to 32, great-millet 23, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 28th March.*—The weather is clear and unusually warm. The reaping of the spring crops is approaching completion in most districts and threshing is in progress. The planting of sugarcane continues in Chanda, Bhandara, and Sambalpur. Signs of distress are appearing in the open part of Damoh owing to want of employment. Water is getting scarce in some villages of Saugor, Mandla, Betul, and the Warora tahsil of Chanda. Fodder is reported to be insufficient in parts of Seoni, the Warora tahsil of Chanda, and the Sambalpur district. The price of wheat, gram, rice, and *juar* has fallen in five, four, two, and two districts, respectively, and there is a slight rise in the price of wheat, rice, and *juar* in three, one, and one districts, respectively; but the general range of prices is low. The cheapest prices are—wheat 21, gram 32, rice 22, and *juar* 28 seers per rupee. The dearest prices are—wheat 11½, gram 16, rice 11, and *juar* 21 seers per rupee.

**Burma.**—*For week ending 25th March.*—In Upper Burma harvesting of the miscellaneous crops continues. Most of the island crops, except tobacco, have been gathered in Pakòkku, and the reaping of pulses is nearing completion in other districts. Reaping of dry weather paddy has commenced in Kyaukse. The outturn of the miscellaneous crops is found to be less than last year in Mandalay. The price of paddy has fallen in Pegu, Tharrawaddy, and Pakòkku and risen very slightly in Rangoon. No changes in prices are reported from elsewhere.

**Assam.**—*For week ending 28th March.*—Rain fell in most districts during the week which has facilitated cultivation. Ploughing for and sowing of the early and late broadcast rice continue. Gathering of mustard and hoeing of tea are finished. The outturn of the mustard crop is below the average. Harvesting of pulses, plucking of tea, and pressing of sugarcane are in progress. Prospects of tea are good. Preparation of land for jute in Goalpara continues. Potatoes are being planted in the Khasi and Jaintia hills. Fodder is scarce in the Naga hills and water is insufficient in parts of Nowgong and Sylhet. Prices—common rice—Sylhet 21; Silchar, Dhubri, Gauhati, and Tezpur 16; Nowgong 15; Sibsagar 12; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 29th March.*—**MYSORE:** *Ragi* (*Eleusine coracana*) has been harvested in parts of Mysore and paddy in Chitaldroog. Prospects are good. Prices have risen slightly in Kolar and Shimoga.

**COORG:** Water and fodder for cattle are sufficient. Prices of food-grains are stationary.

**Berar and Hyderabad.**—*For week ending 29th March.*—**BERAR:** The weather is getting warmer. Preparation of land for the ensuing monsoon crop continues. A scarcity of fodder and water prevails in parts of the Province. Prices are almost stationary.

**HYDERABAD:** No rain fell during the week. The spring harvest is still proceeding. The standing winter rice crop is in fairly good condition. Prices



continue steady. Prices—wheat  $9\frac{1}{2}$ , coarse rice  $10\frac{3}{4}$ , and *jowari*  $23\frac{1}{2}$  seers per current sicca rupee.

**Central India.**—*For week ending 29th March.*—No rain fell during the week. Agricultural operations are in progress throughout Central India. The standing crops in some parts of Bundelkhand are in poor condition, but are good in other portions of the Agency. Agricultural stock and pasturage are in good condition. Prices continue above normal in Bundelkhand, but are normal elsewhere. The condition of opium is fair in Malwa and good in Gwalior and Bhopal.

**Rajputana.**—*For week ending 29th March.*—Agricultural operations are satisfactory, except in Merwara and the hilly tracts of Kherwara. The condition of the crops is generally good, except in Ajmere-Merwara. Harvesting of crops continues: the average estimated spring outturn in Ajmere is  $11\frac{1}{2}$  annas and in Merwara  $6\frac{1}{2}$  annas. Cattle are for the most part in good condition. Fodder is scarce in nine States. Prices are falling in three States and are steady elsewhere. 1,950 square miles with a population of 41,000 are affected by scarcity in Marwar. Emigration from the distressed Ajmere villages continues: 19 persons emigrated during the week. The total emigration from Merwara up to date numbers 4,329 persons. The numbers employed on relief works were—372 in Ajmere, 4,278 in Merwara, and 969 in Marwar. Prices—Ajmere  $19\frac{1}{2}$ , Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 28th March.*—The weather is fine. Prices continue below normal. The price of rice is 27 seers per rupee.

**JAMMU PROVINCE:** *For week ending 29th March.*—No rain fell during the week. The condition of the standing crops is fair. Fodder is sufficient. Prices are generally stationary, wheat selling at 18 and maize at 24 seers per rupee.

**Nepal.**—*For week ending 25th March.*—No rain fell during the week. A shower or two would benefit the standing wheat crop. The price of rice is 9 seers per rupee.

T. W. HOLDERNESS,  
Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.  
MISCELLANEOUS.*Purchase in India of certain iron and steel work of local manufacture.*

Circular No. 2 Public Works, dated Simla, the 24th March, 1899.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter No. 3018 W., dated the 24th November 1898, from the Government of Madras, Public Works Department, requesting the inclusion of certain firms in the list given in Appendix B of Finance and Commerce Department Resolution No. 2587 S. R., dated 9th June 1898, of firms eligible to supply articles of iron and steel for the Public Service, with the right to tender only so far as the supply of safes and treasure chests is concerned.

RESOLUTION.—The Governor General in Council is hereby pleased to direct that bridge floor or roof work and other iron and steel work to which it is necessary to apply the tests prescribed in Appendix C of Government of India, Finance and Commerce Department, Resolution No. 2587 S. R., dated the 9th June 1898, may, when not obtained from Europe through the Secretary of State, be ordered only at the firms entered in Appendix B of that Resolution; but that other articles entered in Appendix A of the Resolution may be obtained from any firms who may be approved by Local Governments and Administrations.

The Secretary to the Government of Madras, Public Works Department.  
The Joint Secretary to the Government of Madras, Public Works Department, Railway Branch.  
The Secretaries to the Government of Bombay, Public Works Department, General and Railway Branches.  
The Secretaries to the Governments of Bengal, the North-Western Provinces and Oudh, and the Punjab, Public Works Department.  
The Secretaries to the Government of Burma, Public Works Department, General and Railway Branches.  
The Chief Commissioners of the Central Provinces, Assam, and Coorg.  
The Resident at Hyderabad.  
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.  
The Accountant General, Public Works Department.  
The Director General of Military Works.  
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow, and Assam.  
The Director General of Telegraphs.  
The Managers, North Western, Oudh and Rohilkhand, East Coast, and Eastern Bengal State Railways.  
The Engineers-in-Chief, Mari-Attock Railway, Indus Bridge, and Godavary Bridge Works.  
The Engineers-in-Chief, Gwalior-Moradabad, Beavada-Madras, and Hurdwar-Dohra Railways.  
The Engineers-in-Chief, Kohat-Bannoo, Bara-Ajmere and Marwar, and Ranaghat Ganges and Katihar Railway Surveyors.  
The Port Storekeeper, State Railway Department, Calcutta.

ORDER.—Ordered that this Resolution be communicated to the Local Governments and Administrations and officers noted on the margin for information and guidance; that it be published in the Supplement to the *Gazette of India*, and that copies be forwarded to the Finance and Commerce and Military Departments for information.

O. C. LEES,

*Under Secretary to the Government of India.*

D



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 19TH MARCH 1898, AND FROM 1ST JANUARY TO 18TH MARCH 1899.**

N.B.—As regards the figures in column Total Earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 19TH MARCH 1898.				WEEK ENDING 18TH MARCH 1899.				Earnings from 1st January to 18th March 1899.	Earnings from 1st January to 18th March 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.													
Standard gauge—													
East Indian	1,740	13,88,980	743	1,747	12,38,000	703	1,36,37,106	1,37,52,000	1,14,894	2,607			
Bengal Central	120	10,730	158	126	17,900	143	2,32,607	2,33,000	4,17,041	2,607			
Bengal Nagpur	181	1,00,218	183	1,186	2,18,000	184	18,78,959	20,90,000	98,042	17,251			
Indian Midland (including Bhopal-Idara)	171	1,11,607	148	898	1,30,000	150	14,89,959	15,33,000	98,042	17,251			
Bombay & Amra. (East Coast State)	192	5,768	375	31	2,300	133	40,261	25,000	12				
Madras-Saurashtra sec. (Bombay-Mad.)	119	933	104	9	900	100	11,968	12,000	12				
Metro gauge—													
Rajputana-Malwa (incldg. G.-B.-Nagda)	294	1,915	3,88,543	211	1,618	4,57,000	222	46,85,064	54,59,000	8,22,936			
Pilani-Pur Deora	44	17	651	88	17	800	47	6,124	9,500	2,376			
South Indian	181	1,042	1,72,454	166	1,038	1,58,000	149	16,81,732	15,85,000	96,732			
Madras-Saurashtra sec. (Bombay-Mad.)	88	54	4,012	74	54	4,300	80	45,877	43,600	3,277			
Southern Mahatma (including Guntakal-Mysore Frontier section)	108	1,165	1,08,630	93	1,165	1,19,000	192	11,73,762	11,34,000	37,762			
Mysore section (Southern Mahatma)	107	896	29,230	99	230	21,300	79	9,57,671	2,12,000	1,45,071			
Bombay and North-Western systems	198	987	1,48,243	155	1,016	1,38,000	130	14,78,089	10,00,000	99,901			
Lucknow-Bareilly	106	281	21,240	82	231	26,700	716	2,35,018	2,58,000	23,982			
Assam-Bengal	90	295	25,224	59	415	40,100	716	2,75,424	3,83,000	1,18,576			
Burma	233	926	2,37,258	243	938	1,77,000	189	35,19,193	32,38,000	2,80,193			
TOTAL	366	16,178	26,93,672	285	10,924	27,36,500	281	2,91,32,343	3,46,40,100	10,67,857			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,866	7,96,257	276	2,886	6,20,000	315	58,63,609	78,05,000	12,53,609			
Orissa and Bolikhund (incldg. m. g. line)	217	873	1,83,522	310	1,013	1,93,000	191	20,21,291	22,21,000	1,99,709			
Eastern Bengal (incldg. metro & 2' 6")	318	818	2,67,887	328	828	2,30,000	280	32,64,191	26,70,000	5,98,191			
East Coast (b)	116	536	65,400	123	795	85,200	107	6,70,662	7,77,000	1,06,138			
Special gauge—													
Sothit	54	28	1,310	47	28	1,700	61	22,515	20,800	1,715			
Cherra-Companyganj	30	8	58	7	8	500	63	(c) 82	6,100	6,018			
TOTAL	261	5,151	13,14,543	253	5,555	11,88,400	305	1,45,48,550	1,30,05,100	15,43,450			
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	516	1,491	6,77,678	455	1,491	8,90,000	601	78,36,093	99,71,000	20,34,907			
Bombay, Baroda and Central India	775	461	5,31,832	503	461	3,04,000	631	27,85,549	34,81,000	6,95,451			
Madras	238	840	2,17,234	239	840	1,46,000	231	23,27,668	19,14,000	3,83,668			
TOTAL	489	2,792	11,25,744	404	2,792	13,42,000	461	1,29,49,307	1,32,66,000	3,16,693			
TOTAL (GUARANTEED AND STATE)	297	18,121	51,65,169	283	19,271	52,58,300	278	5,09,52,100	5,85,41,100	18,91,800			
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	217	162	35,429	219	162	32,900	206	4,26,470	2,78,000	1,50,470			
Tankpur	920	22	7,067	318	22	6,800	309	81,378	73,800	7,578			
Southern Punjab (Delhi-Samitah)	75	400	18,386	46	493	34,500	57	1,98,943	2,56,000	68,157			
Tapti Valley	...	...	...	...	...	1,400	38	18,200	18,200				
Metro gauge—													
Birmingham-Jamalpur-Jagannathpur	137	64	5,883	132	66	11,500	174	66,983	85,100	18,100			
Bolikhund and Khamon (Co.'s sec.)	...	...	...	...	...	...	...	...	...	...			
Sogohie-Bakul	105	26	2,465	67	26	2,800	78	38,057	29,200	8,857			
Bengal Doonars	200	76	15,690	201	78	20,000	383	1,06,446	2,02,000	95,554			
Dibru-Gadiya	59	25	2,211	40	56	2,500	45	25,000	34,500	9,500			
Ahmedabad-Panditji	...	...	...	...	...	...	...	...	...	...			
Special gauge—													
Darjeeling-Himalayan	266	51	8,662	189	51	11,000	216	1,75,301	1,15,000	60,301			
Batal	158	21	2,440	125	21	4,800	229	57,101	44,800	12,301			
TOTAL	135	891	1,02,218	115	1,001	1,29,700	180	11,66,469	11,48,800	17,669			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna	31	74	1,499	20	74	3,200	42	22,471	27,500	5,029			
Bhopal-Ujjain	78	114	6,738	59	114	13,500	119	91,787	1,24,000	32,213			
Nagda-Ujjain	88	55	2,430	69	54	2,000	59	26,271	24,400	1,871			
The Nizam's guaranteed steam	232	384	77,941	233	384	68,300	297	6,30,445	6,40,000	9,545			
The Gachwar's Petlad	70	23	591	45	13	800	62	4,744	6,900	2,156			
Bijapur-Bhatinda	140	108	15,804	142	108	10,800	100	1,62,767	1,16,000	46,767			
Kolar Gold-fields	408	10	4,183	419	10	5,200	320	44,775	33,900	10,875			
Metro gauge—													
Yavatpur-Mysore Frontier section (incldg. M.-Nagpur)	71	66	4,086	61	66	3,200	46	66,340	26,800	39,540			
The Gachwar's Malwa	81	23	5,784	62	23	6,500	70	66,698	71,800	5,102			
Kolhapur	55	29	1,060	27	29	2,000	192	15,875	26,700	10,825			
Special gauge—													
The Gachwar's Dabhol	58	79	2,300	35	79	4,100	52	36,521	42,400	5,879			
Rajpura	11	19	311	17	21	1,000	42	1,774	7,800	6,026			
Coos Behar	63	23	2,370	108	25	1,100	44	16,248	18,600	2,352			
TOTAL	135	994	1,24,093	125	1,003	1,29,700	180	13,58,034	13,95,700	37,666			
Lines owned & worked by n. states.													
Metro gauge—													
Bhatnagar-Gondal-Junagadh-Forbunder	128	394	35,144	165	394	45,300	136	3,46,268	4,43,000	96,732			
Jetalpur-Bajkot	80	45	3,497	78	45	4,700	102	38,374	43,600	5,226			
Jamnagar	36	54	1,022	37	54	3,500	46	17,726	24,000	6,274			
Dharampur	...	...	...	...	...	...	...	...	...	...			
Jodhpore-Bikaner	86	264	22,682	63	407	36,200	88	2,58,447	4,07,000	1,48,553			
Godavari-Chitor	43	60	2,138	63	60	2,800	47	22,337	32,700	10,363			
Special gauge—													
Morvi	82	94	5,232	57	94	2,900	105	63,687	36,800	26,887			
TOTAL	36	962	70,861	74	1,016	1,02,000	101	7,96,725	10,53,800	2,57,075			
GRAND TOTAL	279	26,980	54,32,826	258	23,291	58,11,600	252	6,03,04,332	6,34,36,800	22,32,468			

(a) Includes Jammu and Kashmir and Hyderabad-Bhatinda rly.  
(b) Includes Bombay-Madras rly.

(c) From 9th to 10th March 1899.  
(d) From 1st to 18th March 1899.

W. J. McELHINNY, Capt., R.E.,

Off. Under Secy. to the Govt. of India.

BOMBAY, the 29th March, 1899.



**GOVERNMENT OF INDIA.**  
**PUBLIC WORKS DEPARTMENT.**  
**RAILWAY STATISTICS.**

No. XLIX of 1898-99.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.**

N.B.—As regards the figures in column Total earnings from 1st April 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 19TH MARCH 1898.				WEEK ENDING 19TH MARCH 1899.				Earnings from 1st April 1897 to 19th March 1898.	Earnings from 1st April 1898 to 19th March 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Rs. per mile.		TOTAL.	Rs. per mile.						
Lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Lines worked by companies.	654	1,740	12,88,560	741	1,747	12,98,000	703	5,80,32,500	3,76,25,000	6,85,580	...	...	...
Central	139	125	19,790	138	125	17,900	143	11,41,133	9,84,000	...	1,57,133	...	...
Nagpur	139	862	1,08,218	123	1,185	2,19,000	184	59,44,232	69,88,000	10,43,768	...	...	...
Midland (including Bhopal-Mat.)	153	758	1,11,807	148	968	1,36,000	150	59,12,666	80,66,000	1,58,514	...	...	...
East Coast State	155	21	3,768	275	21	2,800	133	1,04,765	1,44,000	...	39,235	...	...
Bharat (Bewara-Mad.)	185	9	983	104	9	900	100	57,968	42,600	...	15,368	...	...
Malwa (incldg. G. B. Nagda)	210	1,815	9,83,543	211	1,815	4,37,900	253	1,90,54,945	2,22,97,000	32,40,055	...	...	...
Deesa	44	17	654	38	17	600	47	38,531	39,200	669	...	...	...
Indian	166	1,043	1,72,454	164	1,023	1,32,000	149	86,89,280	80,54,000	...	6,35,280	...	...
Motupet	92	54	4,012	74	54	4,300	80	2,50,236	2,24,000	...	26,236	...	...
Maharatta (incldg. G. M. Fron.)	113	1,155	1,08,620	93	1,165	1,19,000	102	66,82,157	52,40,000	...	13,92,157	...	...
Southern Maharashtra	123	266	26,230	99	236	21,300	73	18,47,736	11,96,000	...	6,51,736	...	...
North-Western system	147	897	1,28,243	125	1,015	1,32,000	130	60,00,705	63,17,000	3,16,295	...	...	...
Barilly	81	281	31,345	98	231	20,700	118	8,47,072	10,14,000	1,68,928	...	...	...
Bengal	73	286	25,228	88	415	49,100	118	8,88,015	13,63,000	3,74,985	...	...	...
TOTAL	186	986	2,27,226	243	934	1,77,000	169	92,95,952	82,87,000	...	10,08,952	...	...
Lines worked by the State.	243	10,178	29,98,679	285	10,924	27,36,900	251	12,25,06,072	12,56,90,800	30,84,728	...	...	...
Lines worked by the State.	230	2,886	7,96,257	276	2,886	6,20,000	215	3,41,07,303	3,49,50,000	8,72,697	...	...	...
Western (a)	193	875	1,85,528	210	1,013	1,93,000	191	84,71,829	80,83,000	...	12,11,171	...	...
Bhilikhand (incldg. m. g. link)	362	818	2,07,967	328	825	2,59,000	260	1,48,80,501	1,36,82,000	...	12,08,501	...	...
Bengal (incldg. metre & 2' 0")	106	536	65,400	122	795	85,300	107	28,84,205	27,17,000	...	1,67,205	...	...
TOTAL	69	35	1,319	47	23	1,700	61	93,321	89,000	...	4,321	...	...
Company (a)	44	8	80	7	8	500	63	(c) 4,359	(d) 7,100	2,741	...	...	...
TOTAL	285	3,131	13,14,543	255	3,555	11,29,400	265	6,03,92,164	6,11,58,100	7,65,912	...	...	...
Lines worked by guaranteed com.	261	1,401	8,77,478	455	1,491	8,99,000	601	3,30,24,664	3,33,73,000	73,48,136	...	...	...
Indian Peninsula system	586	461	2,81,932	408	461	2,00,000	651	1,34,48,480	1,57,53,000	23,04,520	...	...	...
Baroda and Central India	261	840	3,17,234	259	840	1,86,000	231	1,10,44,085	99,54,000	...	10,90,085	...	...
TOTAL	379	2,703	11,99,644	404	2,792	18,82,000	495	5,34,97,885	6,10,60,000	86,02,015	...	...	...
Lines (GUARANTEED AND STATE) worked by native states and by other agencies.	202	18,121	51,35,059	283	19,271	32,58,200	273	25,56,96,245	24,91,09,300	4,34,12,645	...	...	...
Lines (GUARANTEED AND STATE) worked by native states and by other agencies.	207	169	35,429	319	163	32,900	208	16,71,410	13,85,000	...	2,86,410	...	...
Umballa-Kalka	279	28	7,007	318	28	6,800	309	3,08,548	2,94,000	...	14,548	...	...
Delhi-Kanpur (Delhi-Kanpur)	42	400	18,286	46	423	24,300	57	(e) 2,97,434	24,14,000	11,16,516	...	...	...
Delhi-Kanpur (Delhi-Kanpur)	...	...	...	...	...	1,400	39	...	(f) 19,000	19,000	...	...	...
Jammu-Kashmir-Jagannathan	...	...	...	...	...	1,200	36	...	(g) 21,100	21,100	...	...	...
Kashmir and Kumaon (Co. & Co.)	121	66	9,668	132	66	11,500	174	3,91,780	4,50,000	44,220	...	...	...
Kashmir-Kunwar (Co. & Co.)	...	...	...	...	...	1,200	28	...	(h) 1,200	1,200	...	...	...
Kashmir-Kunwar (Co. & Co.)	149	26	2,405	67	36	2,800	78	2,71,777	2,53,000	...	18,777	...	...
Kashmir-Kunwar (Co. & Co.)	198	78	15,680	201	78	20,000	385	7,61,213	7,98,000	36,787	...	...	...
Kashmir-Kunwar (Co. & Co.)	45	35	2,211	40	35	2,300	45	(i) 94,038	1,54,000	59,962	...	...	...
Kashmir-Kunwar (Co. & Co.)	274	51	9,663	189	51	11,000	218	7,03,850	7,09,000	5,150	...	...	...
Kashmir-Kunwar (Co. & Co.)	125	31	2,840	132	31	4,800	229	1,23,329	1,28,000	...	5,671	...	...
TOTAL	147	391	1,02,213	115	1,001	1,29,700	130	48,31,389	56,32,000	10,00,611	...	...	...
Lines owned by native states and worked by other agencies.	26	74	1,490	20	74	3,200	49	94,059	1,58,000	63,941	...	...	...
Umballa-Kalka	61	114	6,763	59	114	12,500	110	3,44,838	4,30,000	85,062	...	...	...
Umballa-Kalka	60	36	2,490	69	34	2,600	59	1,03,053	1,18,000	14,945	...	...	...
Kashmir's Guaranteed State	211	236	77,561	223	334	69,800	207	35,10,865	37,90,000	2,79,135	...	...	...
Kashmir's Petited	64	13	501	45	13	800	62	56,851	54,100	...	2,751	...	...
Kashmir's Petited	132	106	15,304	142	106	10,800	100	6,74,665	6,47,000	...	27,665	...	...
Kashmir's Petited	403	10	4,185	419	10	2,200	320	9,01,638	1,69,000	...	18,638	...	...
Kashmir's Petited	34	65	4,006	61	65	3,300	48	2,89,769	1,83,000	...	1,06,769	...	...
Kashmir's Petited	71	23	5,798	62	38	6,500	70	8,89,978	8,87,000	...	2,978	...	...
Kashmir's Petited	57	29	1,080	37	29	3,000	103	83,679	87,100	3,421	...	...	...
Kashmir's Petited	51	79	2,800	35	79	4,100	52	1,97,519	2,06,000	10,441	...	...	...
Kashmir's Petited	11	19	391	17	24	1,000	48	2,479	18,500	16,021	...	...	...
Kashmir's Petited	54	28	2,370	108	35	1,100	44	59,170	62,200	3,030	...	...	...
TOTAL	120	998	1,21,693	125	1,008	1,90,700	120	59,47,144	62,78,600	3,31,456	...	...	...
Lines owned & worked by n. states.	97	394	35,144	105	394	45,300	186	16,33,989	17,31,000	1,07,011	...	...	...
Gondal-Junagadh-Forbandar	82	46	3,497	76	46	4,700	103	1,30,438	1,79,000	...	11,438	...	...
Gondal-Junagadh-Forbandar	38	54	2,023	37	54	2,500	46	(j) 1,02,209	1,06,000	3,791	...	...	...
Gondal-Junagadh-Forbandar	...	...	...	...	...	1,800	26	...	(k) 38,700	38,700	...	...	...
Gondal-Junagadh-Forbandar	63	364	32,091	68	407	36,200	89	11,35,949	14,64,000	3,28,051	...	...	...
Gondal-Junagadh-Forbandar	36	60	2,123	25	60	2,600	47	1,15,088	1,49,000	33,966	...	...	...
TOTAL	88	94	5,882	57	94	9,900	105	3,97,559	3,98,000	...	1,421	...	...
TOTAL	78	352	70,841	74	1,010	1,03,900	101	85,45,280	46,59,700	4,94,431	...	...	...
GRAND TOTAL	348	30,960	54,32,638	289	32,291	66,11,600	353	34,36,40,647	28,40,79,300	1,43,88,947	...	...	...

Included Jammu and Kashmir and Hyderabad-Shadipalli ry.  
Included Bewara-Madras ry.  
From 1st April to 19th June 1897 and from 9th to 19th March 1898.  
From 1st to 29th April and from 23rd December 1896 to 19th March 1897.  
From 18th November 1897 to 19th March 1898.

(f) From 1st December 1896 to 18th March 1899.  
(g) From 13th October 1896 to 18th March 1899.  
(h) From 1st to 18th March 1899.  
(i) From 1st May 1897 to 18th March 1898.  
(j) From 8th April 1897 to 19th March 1898.  
(k) From 1st June 1896 to 18th March 1899.

W. J. Mc ELHINNY, Capt., R.E.

Under Secretary to the Govt. of India.

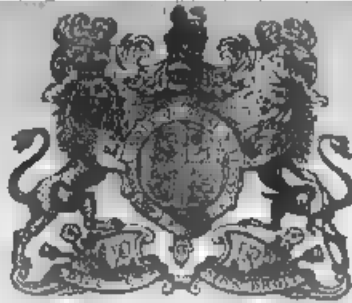


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SUPPLEMENT TO  
**The Gazette of India.**

No. 14.

SIMLA, SATURDAY, APRIL 8, 1899.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 1st, 1899.**

The anti-cyclonic conditions of pressure and the fine weather which prevailed over India during last week have not held during the week under review. Pressure has been steadily low over Northern India, and slight depressions or storms have appeared in the north-west and north-east, so that in both these regions the weather has been disturbed and thunderstorms have occasioned both hail and rain. Of these storms the most severe was apparently that which visited Cachar on the evening of the 29th. Over the central parts of the country and the Peninsula pressure has been more uniform and steadier than over Northern India, but in these localities passing thunderstorms have occasioned light scattered showers. The temperature has been unsteady and has changed considerably during the week. In the early days of the week the heat was very excessive over North-West India and more or less excessive in nearly all parts of India except the south of the Peninsula. As the week advanced, however, and as showers of rain and hail fell disturbing the temperature conditions, the distribution of temperature relatively to the normal became much less regular, and the variations from the normal became smaller.

**Daily Summary.—Sunday, March 26th.**—The barometer had generally changed slightly. Pressure was low over the Western desert, over the Gangetic Plain and over Upper Burma, while it was high over the south-west of the Peninsula. The winds were southerly on the Bay Coasts, easterly along the foot of the Himalayas and variable elsewhere. At the head of the Bay the wind was strong to a gale, but elsewhere the force was low. The sky was slightly clouded over parts of North-West and of North-East India and of the



Peninsula, but was clear elsewhere, and the only rain reported was a light shower at Jalpaiguri. The heat was excessive except in parts of the Peninsula and of Tenasserim, the excess averaging  $10^{\circ}$  in Rajputana,  $7.8^{\circ}$  in the Punjab and over  $5^{\circ}$  in Bihar, Chota Nagpur, the North-West Provinces, Sind, Central India and Berar.

*Monday, March 27th.*—The barometer had been steady over North Bombay, but had fallen elsewhere, the change having been rapid over Bengal, etc. Pressure was low over Northern India generally, with a small central area of depression over West Bengal. The wind directions were about the average, except along the foot of the Himalayas, where easterly breezes were reported. The weather had cleared over the Peninsula, but had become more cloudy over both North-East and North-West India. Thunderstorms giving hail and rain had occurred over Assam; a snowstorm was reported from Minimarg and showers from Baluchistan. Elsewhere the weather had been fine. The mean temperature had fallen to below the normal over parts of Assam and Bengal, but elsewhere the distribution was generally the same as that on the preceding day, except that the excess in the north-west was less intense.

*Tuesday, March 28th.*—The barometer had fallen briskly to rapidly over the West Punjab, but was practically unchanged elsewhere. Pressure remained low over Northern India generally, and the only important change in the distribution was the appearance of a fresh depression over the West Punjab. The winds were variable between south and east over the Punjab, but elsewhere the directions were unaltered. At the head of the Bay the force remained strong to a gale. The sky was very cloudy over North-East India and part of the North-West Himalayas, but was clear or nearly so elsewhere. A little further snow had fallen on the Kashmir Himalayas, light rain at Peshawar, Bijapur, Colombo and in Baluchistan and Tenasserim, and moderate rain in parts of North-East India. The rainfall in the north-east had been accompanied with cooler weather than usual, the mean temperature having been from  $1^{\circ}$  to  $4^{\circ}$  below the normal in that region, but in nearly all other parts of India the heat was excessive, the excess being greatest and between  $10^{\circ}$  and  $12^{\circ}$  in the North Punjab.

*Wednesday, March 29th.*—Pressure had given way over part of North-East India, but had risen elsewhere—more particularly in the West Punjab. The depression noticed in that region on the 28th had moved northward and was disappearing over the North-West Himalayas. In other respects there was not much change. The winds remained variable over the Punjab, southerly on the coasts of the Bay and westerly to north-westerly over Rajputana, Central India and the Gangetic Plain. In the north of the Bay the force was still fresh to strong. Slight cloud was reported over a considerable part of the country and showers varying in amount from one cent to one-and-a-half inch had fallen over Assam, Kashmir, Baluchistan and at the stations of Barisal, Darjeeling, Cherat, Colombo, Belgaum, Bijapur and Tinnevely. The heat was less than usual over Assam and North Bombay, but elsewhere the mean temperature was excessive, the excess averaging over  $5^{\circ}$  in the Punjab and over  $6^{\circ}$  in Chota Nagpur.

*Thursday, March 30th.*—The barometer had risen everywhere, but more particularly in the north-west and north-east. Pressure was relatively low in Central Burma and in Bihar, but the pressure differences were small. The winds were northerly over North-West India, westerly down the Gangetic Valley and southerly on the Bay Coasts. The force remained strong at the head of the Bay. There was a good deal of cloud reported, and thunderstorms had occasioned showers at a few stations in Assam, the North-West Himalayas and the Peninsula. In Assam the storms were severe and the rain and hail heavy and destructive. The mean temperature remained low in Assam and in North Bombay, but elsewhere the heat was greater than usual, though in most provinces temperature had given way since the previous day.

*Friday, March 31st.*—The barometer had risen slightly in most places, and pressure was generally fairly uniform, though pressure was slightly lower in Bengal, Sind, the West Coast and Burma than elsewhere. The winds were practically unchanged. The sky was cloudy over Bengal and parts of the Central Provinces and of the Peninsula. Light scattered showers were reported



from a few places in the Peninsula and the Central Provinces. The temperature had continued to fall. The variations of the mean temperature from the normal were irregular, the heat being greater in some and less in other districts, than the average.

*Saturday, April 1st.*—The barometer had fallen fast over Assam and Upper Burma, but there had been no other change of importance. The winds were also unchanged. The sky was slightly clouded except in the north-west, and showers were again reported from Assam, Bengal, Tenasserim, the Central Provinces and the south of the Peninsula. Temperature had begun to rise in the north-west, but was still falling elsewhere. The temperature variations were irregular, but a wave of heat was apparently entering India from the north-west.

**Temperature.**—The principal feature in the temperature conditions of the past week has been the great excess of temperature over the north-west and centre during the first three days of the week. After the 28th the excess of temperature became less general and less intense, but on the whole the weather remained hot throughout the week.

The following table gives mean temperature variation data for the week:

PROVINCES.	MARCH 1899.						APRIL 1899.	Mean variation of week.
	26th	27th	28th	29th	30th	31st	1st	
Burma	+1.2	+1.7	+0.7	+0.8	+1.5	+1.5	+1.4	+1.3
Assam	+4.2	+2.0	-2.3	-3.5	-0.7	+2.2	+0.1	+0.3
Bengal	+2.7	+1.4	+1.9	+2.2	+4.0	+3.0	+1.0	+2.3
Orissa	+3.7	+2.3	+2.8	+3.1	+2.1	+1.4	+1.7	+2.4
Bihar	+5.0	+1.4	+2.6	+2.4	+2.6	+1.6	-1.0	+2.1
Chota Nagpur	+5.5	+5.5	+5.9	+6.2	+5.6	+4.2	+1.1	+4.9
N.-W. P. and Oudh	+6.1	+6.0	+6.8	+3.4	+1.6	+1.3	+0.8	+3.7
Punjab	+7.8	+8.6	+7.4	+5.1	+2.2	+1.5	+1.0	+4.8
Sind	+5.1	+3.1	-0.2	-2.7	-2.2	-0.9	+2.5	+0.7
Rajputana	+10.2	+8.8	+5.9	+3.3	-0.4	+1.3	+2.0	+4.4
Gujarat	+1.8	+0.7	+1.4	-1.8	-2.3	-3.3	-1.3	-0.7
Central India	+5.0	+5.6	+5.4	+2.4	+0.9	+1.1	+1.4	+3.1
Central Provinces	+4.7	+5.2	+4.7	+3.4	+3.1	+2.5	+1.0	+3.5
Berar	+5.4	+5.5	+4.8	+4.2	+3.9	-0.2	-0.9	+3.2
West Coast	+1.1	+1.0	+1.3	+1.0	+0.7	-0.1	-0.7	+0.6
Bombay Deccan	+2.0	+3.1	+2.4	+2.6	+1.1	-0.5	-1.1	+1.4
Mysore	+0.7	-0.2	+2.5	+2.5	+0.7	-1.1	-0.6	+0.6
Madras Coast	+0.3	+0.3	+1.5	+1.6	+1.1	-0.1	+0.2	+0.7
Madras Deccan	-0.3	-0.7	+1.7	+2.8	+0.8	-2.1	-2.6	-0.1
South India	-0.4	+1.0	+1.3	+1.8	+1.3	+0.6	-1.2	+0.6
Mean for whole of India	+3.6	+3.1	+2.9	+2.0	+1.4	+0.7	+0.2	+2.0

On each day of the week the mean temperature of the whole country exceeded the normal, the amount of the excess varying from  $3.6^{\circ}$  on the 26th March to only  $0.2^{\circ}$  on the 1st April. The provincial variations show that the weather during the week was hotter than usual in all provinces except Gujarat and the Madras Deccan. In the case of Chota Nagpur, the Punjab and Rajputana the excess averaged over  $4^{\circ}$ .

The following were the highest maxima recorded on each day:

March 26th	108.2°	at Akola.
" 27th	108.6°	" Do.
" 28th	108.2°	" Chanda.
" 29th	107.7°	" Do.
" 30th	108.0°	" Chaibassa.
" 31st	106.1°	" Minbu.
April 1st	105.4°	" Cuttack.



**Rain.**—As previously mentioned the weather has been considerably more disturbed over India than was the case last week, a series of fairly general thunderstorms having given rain and hail to the north-east districts of India and scattered thunderstorms having given partial rain to the Peninsula, the Central Provinces, and some north-western stations. The thunderstorms in the north-east were associated with a low pressure area which first appeared over West Bengal and subsequently was transferred to North Bengal. This low pressure area was accompanied with strong southerly winds at the head of the Bay which probably poured large quantities of vapour into Bengal and Assam. The scattered thunderstorms over the Peninsula were associated with a shallow low pressure area over the Deccan districts. The rainfall returns for the week show that rain was received in Assam, mainly between the 27th and 30th of March; in East Bengal, between the 28th and 30th, and in other parts of Bengal between the 26th and 28th, while in the Peninsula the showers, which were in all cases light, were scattered throughout the week.

The table at the close of the summary shows that the average actual rainfall for the week was one-tenth of an inch or more in fourteen of the rainfall divisions, *viz.*, all three Assam divisions, the East, Deltaic, Central, North and hills divisions of Bengal, Malabar, South-Central Madras, Coorg, the Bombay Deccan, the Baluchistan hills, and South Madras, while fifteen more divisions received some rain during the week, though in each case the average fall was less than 0·10 inch. The storms were most severe and the rainfall heaviest in Assam and North Bengal. In the case of the Assam hills the average amounted to 8·19 inches, in the Cachar Valley to 5·40 inches, and in the Assam Valley to 2·57 inches, while in North Bengal the average was 2·05 inches and in the Bengal hills 1·80 inches. The thunderstorms in the Cachar and Sylhet districts on the 28th and 30th of March and in North Bengal on the 27th and 28th were severe and the rain and hail, in some places, very heavy.

The third column of the rainfall table shows that the actual average rainfall was in excess of the normal in the Cachar Valley (+2·29 inches), in the Assam hills (+6·60 inches), in the Assam Valley (+1·09 inches), in North Bengal (+1·50 inches), in the Bengal hills (+0·94 inch), in Malabar (+0·32 inch), in the Bombay Deccan (+0·16 inch), in Berar (+0·02 inch), and in the south of the East Coast (+0·03 inch), but that in all the remaining divisions the fall was short of the normal. In most cases the deficiencies were small and unimportant, but in East Bengal and parts of the Punjab the differences were moderate.

The principal totals at individual stations for the week under review were as follows:

East Bengal	Barisal	1·94 inches.
Assam	South Sylhet	7·45 "
	Barkhola	10·00 "
	Cherrapoonjee	42·82 "
	Sadiya	4·81 "
Bengal	Faridpur	2·85 "
	Alipur	6·58 "
	Darjeeling	2·19 "
Malabar	Trichur	2·20 "
	Trivandrum	1·14 "
Deccan	Chikode	1·62 "
	Badami	1·50 "

The three concluding columns of the table show some improvement in the condition of the season rainfall in Assam and Bengal as well as in the Deccan districts, but over the greater part of the country the total fall of rain from February 26th to the 1st of April is still very largely short of the normal.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 1ST, 1899.			RAINFALL DATA FROM FEBRUARY 1ST TO APRIL 1ST, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, February 1st to April 1st.	Excess or de- ficiency of (nor- mal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'02	- 0'02	0	0'25	- 100
	2. Lower Burma Deltaic.	0	0'06	- 0'06	0	0'12	- 100
	3. Central do.	0	0'03	- 0'03	0	0'03	- 100
	4. Upper do.	0'02	0'05	- 0'03	0'03	0'62	- 95
	5. Arakan	0	0'06	- 0'06	0	0'35	- 100
BENGAL AND ASSAM	6. Eastern Bengal	0'27	0'08	- 0'71	2'28	2'07	- 23
	7. Assam Surma	3'40	3'11	+ 2'29	9'65	10'16	- 4
	8. Do. Hills	2'19	1'59	+ 6'60	9'88	4'80	+ 106
	9. Do. Krahmaputra	2'57	1'48	+ 1'09	4'85	4'11	+ 18
	10. Deltaic Bengal	0'25	0'61	- 0'36	0'97	1'09	- 51
	11. Central do.	0'23	0'36	- 0'13	0'49	1'01	- 51
	12. North do.	2'05	0'55	+ 1'50	2'32	1'47	+ 58
	13. Bengal Hills	1'80	0'86	+ 0'94	2'38	2'15	+ 11
	14. Orissa	0'08	0'28	- 0'20	0'19	1'11	- 83
	15. Chota Nagpur	0'23	0'14	- 0'11	0'03	1'06	- 97
	16. South Bihar	0'03	0'08	- 0'05	0'03	0'33	- 93
	17. North do.	0	0'01	- 0'01	0'01	0'40	- 98
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East	0	0'04	- 0'04	0	0'25	- 100
	19. South Oudh	0	0'08	- 0'08	0	0'31	- 100
	20. North do.	0	0'10	- 0'10	0	0'45	- 100
	21. N.-W. P. Central	0	0'06	- 0'06	0'01	0'31	- 97
	22. Do. West	0	0'06	- 0'06	0'01	0'47	- 98
	23. Do. East Submontane	0	0'04	- 0'04	0	0'33	- 100
	24. Do. West do.	0	0'14	- 0'14	0'09	0'99	- 91
	25. Do. Hills	0	0'39	- 0'39	0'25	2'79	- 91
PUNJAB	26. South-East Punjab	0	0'06	- 0'06	0'01	0'53	- 98
	27. South do.	0	0'06	- 0'06	0	0'34	- 100
	28. Central do.	0	0'22	- 0'22	0'46	1'13	- 59
	29. Punjab Submontane	0	0'17	- 0'17	0'13	1'17	- 89
	30. Do. Hills	0	0'46	- 0'46	0'21	2'96	- 93
	31. North Punjab	0'01	0'64	- 0'63	1'26	2'39	- 47
	32. West do.	0	0'13	- 0'13	0'16	0'58	- 72
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	0'49	0'17	+ 0'32	0'05	0'97	- 2
	34. Madras South-Central	0'30	0'27	- 0'17	0'11	0'91	- 88
	35. Coorg	0'10	0'23	- 0'04	0'19	0'09	- 81
	36. Mysore	0'07	0'10	- 0'03	0'07	0'32	- 78
	37. Konkan	0'01	0'02	- 0'01	0'01	0'05	- 80
	38. Bombay Decan	0'22	0'06	+ 0'16	0'22	0'19	+ 16
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'01	0'01	0	0'01	0'02	- 50
CENTRAL PROVINCES AND BERAR.	41. Berar	0'08	0'06	+ 0'02	0'08	0'21	- 62
	42. Central Provinces West	0'02	0'10	- 0'08	0'02	0'32	- 94
	43. Do. do. Central	0'03	0'11	- 0'08	0'04	0'53	- 92
	44. Do. do. East	0'01	0'09	- 0'08	0'02	0'69	- 97
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0	0
	46. Kathiawar	0	0	0	0	0'12	- 100
	47. Sind	0	0	0	0'07	0'25	+ 168
	48. Baluchistan Hills	0'17	0'26	- 0'09	2'11	2'16	- 2
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0	0'03	- 0'03	0	0'17	- 100
	50. Rajputana East, Central	0	0'02	- 0'02	0	0'18	- 100
	51. West Rajputana	0	0'03	- 0'03	0	0'19	- 100
MADRAS	52. East Coast North	0'01	0'18	- 0'17	0'07	0'54	- 87
	52-A. Do. do. (a)	0	0'40	- 0'40	0	1'55	- 100
	53. Hyderabad South	0	0'03	- 0'03	0	0'32	- 100
	54. Madras Central	0'04	0'04	0	0'04	0'14	- 71
	55. East Coast Central	0	0'12	- 0'12	0	0'34	- 100
	56. Do. South	0'05	0'02	+ 0'03	0'05	0'38	- 87
	57. Madras South	0'16	0'23	- 0'07	0'16	1'19	- 87

W. L. DALLAS,

Asst. Meteorological Reporter to the

Government of India.

T. W. HOLDERNESS,

Secretary to the Government of India.

SIMLA, 6th April, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weekly Report on the state of the Season and Prospects of the Crops.**

**Madras.**—*For week ending 1st April.*—A few scattered showers fell in parts of the Circars and the Deccan, but more rain fell in the Southern districts and on the West Coast. The water-supply is normal for the season. Some sowings under irrigation continue. The standing crops are in good condition. The harvest continues in parts, yielding almost a normal outturn. Pasture has dried up, but fodder is sufficient. Cattle are in normal condition. Prices are almost stationary.

**Bombay.**—*For week ending 5th April.*—Slight rain fell in parts of the Deccan and the Karnatak and in one taluka of Ratnagiri during the week. Reaping of late crops is progressing in eleven and preparations for next season in fifteen districts. Cotton-picking continues in parts of Guzerat and the Karnatak. Fodder is sufficient, except in parts of Karachi. Agricultural stock is healthy. Prices have risen in one and fallen in seven districts; elsewhere they are stationary.

**Bengal.**—*For week ending 3rd April.*—There was rain during the week in all the districts of Bengal Proper, except those of the Burdwan division; while showers are also reported from the Patna, Champaran, Muzaffarpur, and Balasore districts. The rain has been very beneficial, but in parts of the Burdwan division and in the 24-Parganas district more is wanted for ploughing and early sowings and also for spring rice and other crops now in the ground. In Orissa the spring rice is coming into ear. The harvesting and threshing of the spring crops are still proceeding and sugarcane is being planted out in the Bhagalpur and Chota Nagpur divisions. The prospects of the *mahuā* (*Bassia latifolia*) crop, which is being gathered, are favourable. The fodder-supply is sufficient, except in places in Midnapore and the Sonthal Parganas. Prices continue almost stationary.

**North-Western Provinces and Oudh.**—*For week ending 5th April.*—Seasonable weather prevailed during the week. Harvesting and threshing of spring crops continue. Sowing and irrigation of extra crops and planting of sugarcane are also in progress. Extraction of opium has been completed in some places and continues in others. Prospects are favourable. Markets are well-stocked; supplies and fodder are sufficient; and prices are stationary to falling.

**Punjab.**—*For week ending 5th April.*—There was slight rain in parts of the Rawalpindi district only. Harvesting of spring crops has commenced. Sowings of extra spring crops and of certain autumn crops continue. The condition and prospects of the standing spring crops are average on irrigated and below average or poor on unirrigated areas. The yield is also expected to be below average generally. The poppy crop is poor in Lahore. Water is said to



be deficient in Hissar. The standing crops are being damaged by insects in parts of the Ferozepore and Multan districts. Cattle are in fair condition in all districts, except Delhi. Fodder is scarce in Delhi, Umballa, Lahore, Shahpur and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, are falling generally; they are unchanged only in the Umballa and Multan districts. Wheat is selling from 16½ to 21, gram 20 to 23, barley 32, bulrush-millet 19 to 24½, maize 28 to 38, great millet 20, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 4th April.*—The weather is hot and occasionally cloudy. Thunderstorms have given light rain in thirteen districts. The reaping of spring crops is almost completed and threshing is in progress. The planting of sugarcane continues in Bhandara and Sambalpur. There is still a little demand for labour in parts of Damoh, and village relief has been extended somewhat in the Kurai tahsil of Saugor. The water-supply is becoming scanty in some villages of the Mandla, Betul, Wardha, and Chindwara districts. Fodder is reported insufficient in parts of Seoni, Nagpur, and Sambalpur. The price of wheat, gram, rice, and *juar* has fallen in some districts and there is a slight rise in other districts, but the general range of prices is low. The cheapest prices are—wheat 21, gram 32, rice 22, and *juar* 29 seers per rupee. The dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 21 seers per rupee.

**Burma.**—*For week ending 1st April.*—In Upper Burma plucking of cotton is being completed in Thayetmyo and reaping of miscellaneous crops is progressing favourably everywhere. Dry weather paddy and other standing crops are in healthy condition. The price of paddy has risen in Pegu and fallen slightly in Thongwa, Amherst, Pakōkku, and Myingyan; no changes elsewhere.

**Assam.**—*For week ending 4th April.*—A violent hurricane with heavy hail is reported from Cachar on the 29th March and heavy rain from Sylhet. Rain in most districts has facilitated cultivation. The hailstorm caused some damage to tea in South Sylhet and to tea, vegetables, and fruits in Lakhimpur. Ploughing for and sowing of early and late broadcast rice continue. Gathering of pulses is finished and the outturn is good. Plucking of tea is in progress. Prospects are good. Pressing of sugarcane is nearly finished and the outturn is generally good. Ploughing for and sowing of jute continue in Goalpara and Sylhet. Water is insufficient in parts of Nowgong. Prices of common rice—Sylhet 19; Silchar, Dhubri, Gauhati, Tezpur, and Nowgong 16; Sibsagar 12; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 5th April.*—**MYSORE:** Slight rain fell in parts of the Kolar district. The standing crops are in good condition. Prices have slightly risen in Kadur and fallen in Kolar and Chitaldroog districts. *Ragi* (*Eleusine coracana*) has been harvested in parts of the Mysore district.

**COORG:** Rainfall 77 cents. Seasonable rain for coffee blossom has fallen generally. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 5th April.*—**BERAR:** The weather is warm and cloudy. Breaking up of land for the ensuing monsoon crop is in progress. Fodder is insufficient in parts of two districts. Scarcity of water prevails in parts of the Province. Prices are almost steady.



**HYDERABAD:** Rainfall during the week 3 cents. The spring harvest is still progressing. The standing winter rice crops are in fair condition. Prices of grain continue to fall. Prices—wheat 9½, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

\* **Central India.**—*For week ending 5th April.*—No rain fell in Central India during the week. Agricultural operations are nearly completed in Bhopawar and are in progress elsewhere. The crops are in fairly good condition. Agricultural stock and pasturage are in good condition. Prices continue above normal in Bundelkhand and normal in other Agencies. The condition of the opium crop is fair in Malwa and good in Gwalior and Bhopal. The collection of opium is finished in Bhopawar.

**Rajputana.**—*For week ending 5th April.*—Agricultural operations are progressing satisfactorily, except in Merwara and the hilly tract of Kherwara in Meywar territory. The state of the crops is generally good, except in Ajmere-Merwara, where it is fair. The harvesting of crops continues; the average estimated spring outturn in Ajmere is 11½ annas and in Merwara 11 annas. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. A scarcity of fodder prevails in the States reported last week. Prices are rising in Jhallawar; falling in Meywar; and are steady elsewhere. Thirty-two persons emigrated during the week from the distressed Merwara villages. The total emigration from Merwara up to date numbers 4,335. The numbers employed on relief works were—355 in Ajmere, 4,220 in Merwara, and 969 in Marwar. Prices—Ajmere 19½, Beawar 21, and Marwar 15 seers per rupee.

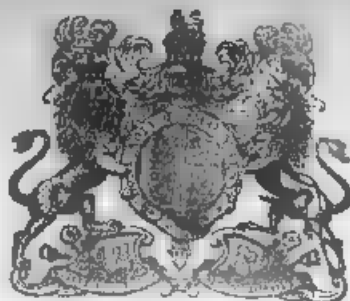
**Kashmir.**—*For week ending 4th April.*—The weather is fine. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 5th April.*—Slight rain fell during the week. Prices are falling slightly. Wheat is selling at 18 and maize at 25 seers per rupee. The condition of the standing crops is fair. Fodder is scarce.

**Nepal.**—*For week ending 1st April.*—Rainfall 0·24 inch. Weather hazy and windy. The wheat crop is doing well. Rice—9 seers per rupee.

T. W. HOLDERNESS,  
Secretary to the Government of India.





SUPPLEMENT TO  
**The Gazette of India.**

No. 154

SIMLA, SATURDAY, APRIL 15, 1899.

OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the duty of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 8th, 1899.**

The general conditions of the weather have been the same as those reported last week. Pressure has been steadily low over Northern India and slight shallow depressions have, from time to time, appeared in the north-west and the north-east. Over the Peninsula on the contrary pressure has been uniform and relatively high. Dust and thunder storms have been frequent and widely extended in Northern India and scattered occasional showers have been experienced over the central districts of India and parts of the Peninsula. The storms were most general and extensive in the north-west on the 6th and in the north-east on the 7th, but in neither region were the storms so severe or the rain and hail so heavy as those which were experienced in the Surma Valley last week. The mean temperature of the whole country was about normal on the first three days, but was higher than usual during the remainder of the week.

**Daily Summary.**—*Sunday, April 2nd.*—Pressure had changed irregularly and generally slightly. The barometer read low over Northern India and two shallow depressions were shown,—one over Sind, the other over Assam. Over the Peninsula and the Central Provinces pressure was uniform and relatively high. The winds were between north-west and south-west over Northern India and variable over the Peninsula. The force was generally light to moderate. The weather was feebly unsettled, cloudy and showery over the north-east districts of India, the Central Provinces and the south of the Peninsula. The falls of rain and hail were generally very light, but in the south of the Peninsula falls of between 1 inch and 2½ inches were recorded. The heat was less than usual over the Peninsula, the central districts of India and the centre of the North-West Provinces, but both in North-West and North-East India the mean temperature was higher than usual. The following variations from the normal explain the distribution:—Jacobabad +6·4°, Saugor —3·5° and Bagra +6·4°.



*Monday, April 3rd.*—The barometer continued to change by small or slight amounts and pressure remained low in Northern India with shallow depressions in the north-west and north-east. Pressure remained fairly uniform over the Peninsula and Central Provinces. The wind directions were fairly normal. At Saugor Island, as is usual at this season, the southerly wind was strengthening. The weather was clear or nearly so of cloud almost everywhere and the rainfall had diminished, only a few light scattered showers being reported. The mean temperature remained high for the time of year over North-West India and Upper Burma, but elsewhere the weather was cooler than usual. At Hoshangabad the variation from the normal was  $-6.2^{\circ}$ , at Ranchi  $-7.4^{\circ}$ , at Silchar  $-5.3^{\circ}$ , and at Mooltan and Sialkot each  $+7.4^{\circ}$ .

*Tuesday, April 4th.*—The barometer had fallen briskly to rapidly over North-West India and the Gangetic Plain and depressions were shown,—one over Upper Sind, the other over Oudh, in both of which regions the pressure was considerably below the normal. In the Assam Valley the barometer had risen and a high pressure area was appearing; elsewhere the changes were unimportant. The wind directions were generally little changed, but the southerly wind at the head of the Bay continued to increase in strength. There had been a little rain in Assam, and light to moderate showers over the south of the Peninsula, but elsewhere the weather was fine. The mean temperature had generally risen. The heat was greater than usual over North-West India and over Burma, but was low for the time of year elsewhere. The following variations from the normal explain the distribution: Mooltan  $+9.2^{\circ}$ , Khandwa  $-3.9^{\circ}$ , Coimbatore  $-5.5^{\circ}$ , and Toungoo  $+4.4^{\circ}$ .

*Wednesday, April 5th.*—The small depression which lay over Upper Sind on the 4th had moved eastward to the neighbourhood of Bickaneer, while that over Oudh had more or less filled up. Pressure was highest in the Upper Assam Valley. The wind had become north-easterly over the Punjab and easterly along the foot of the hills, but elsewhere there had been no important change and the southerly winds at the head of the Bay still blew strongly. A few light showers were reported from the Punjab, the North-West Himalayas, and parts of the Peninsula, but in Assam the rain had ceased. The weather was cool over the south of the Peninsula, Assam, and the greater part of Burma, but was hotter than usual elsewhere. Over the Western desert the excess was between  $8^{\circ}$  and  $10^{\circ}$ .

*Thursday, April 6th.*—The barometer had risen over the Punjab and adjacent parts of the North-West Provinces and of Rajputana, as well as over the Assam Valley, and had generally fallen elsewhere. Pressure was lowest over West Bengal and the east of the North-West Provinces, and was highest in Upper Assam, but a slight high pressure area had appeared over the Punjab. The winds were southerly on the Bay Coasts, easterly along the foot of the hills in Bengal and the North-West Provinces, and more or less variable elsewhere. The force was strong and the wind gusty in Northern India and at the head of the Bay. Duststorms and thunderstorms had occasioned rain over North-West India, North Bengal, and the Assam Valley; but elsewhere the weather was fine. The rainfall amounts were, however, small and only exceeded half-an-inch at one station, Chakrata. The mean temperature was almost everywhere higher than usual, the greatest excess (between  $4^{\circ}$  and  $6^{\circ}$ ) lying within a band stretching from Sind eastward to Chota Nagpur.

*Friday, April 7th.*—The barometer had risen briskly over the Gangetic Plain, Bengal, and Lower Burma, and a well-marked high pressure area was developing in the extreme north-east. At the same time pressure was giving way over the Western desert and a shallow depression had appeared over Sind and Rajputana. A very shallow depression was also shown over the east of the Central Provinces. The wind remained southerly on the coasts of the Bay; it was south-easterly and easterly over Bengal and up the north side of the Gangetic Plain as far as the Punjab, while elsewhere the directions were variable. The easterly winds in Northern India and the southerly wind at the head of the Bay



were strong and gusty. The weather was very unsettled with duststorms, thunderstorms and rain in the north-east and slightly unsettled with thunder-showers in the Kumaun Himalayas, but elsewhere fine quiet weather prevailed. The heat was less than usual along the foot of the Himalayas from Sibsagar to Umballa, but elsewhere the mean temperature was higher than usual.

*Saturday, April 8th.*—The barometer had risen except at one or two west coast stations. The rise had been slight over the Western desert and rapid over the Punjab, so that the depression over the Western desert had concentrated and became better marked. Pressure remained highest in Burma and Assam. A well-marked cyclonic circulation of the winds prevailed over North-West India, but elsewhere the directions were similar to those reported on the 7th. The force remained strong at the head of the Bay and was strong to a gale in North-West India. Thunder and dust storms had occasioned rain over parts of North-West India, of North-East India, and of the south of the Peninsula. My-mensingh had received nearly 4 inches. The mean temperature had changed irregularly. It remained low for the time of year over parts of Burma and Assam, as well as over Bengal and the North Gangetic Plain. Elsewhere the heat was excessive.

**Temperature.**—The mean temperature during the week under review has been steadily higher than usual over North-West India, the excess in some places and on some days having been large. On the other hand, it has been steadily lower than usual over the west and south of the Peninsula, but elsewhere the temperature has been unsteady and has changed from day to day.

The following table gives the mean temperature variation data for the week :

Province.	April 1899.							Mean variation of week.
	2nd	3rd	4th	5th	6th	7th	8th	
Burma . . . . .	+1.8	+0.7	+1.0	—0.1	+1.4	+2.0	+0.9	+1.1
Assam . . . . .	+1.7	—1.5	—1.1	—0.8	—1.4	—2.2	—0.8	—0.9
Bengal . . . . .	+2.1	—1.4	+0.2	+1.1	+1.8	+1.3	—1.3	+0.5
Orissa . . . . .	—0.5	+0.4	—0.1	+1.1	+1.2	+2.2	+1.1	+0.8
Bihar . . . . .	+2.7	+0.6	—1.4	+1.3	+2.2	—1.0	—1.8	+0.4
Chota Nagpur . . . . .	+0.7	—4.0	—0.4	+2.6	+4.4	+4.0	+1.6	+1.7
N.-W. P. and Oudh . . . . .	+0.3	—0.7	+1.5	+4.0	+3.5	—1.1	—0.5	+1.0
Punjab . . . . .	+2.1	+4.6	+6.1	+7.5	+1.3	+1.9	+4.4	+4.0
Sind . . . . .	+3.4	+4.1	+5.6	+7.8	+3.5	+5.0	+5.3	+4.8
Rajputana . . . . .	+1.2	+2.0	+7.0	+7.8	+4.4	+3.0	+4.8	+4.3
Gujarat . . . . .	+1.3	+0.9	+4.5	+4.5	+3.0	+3.0	+2.8	+2.9
Central India . . . . .	—1.0	—1.1	+1.0	+3.8	+5.4	+1.1	+3.0	+1.9
Central Provinces . . . . .	—1.1	—2.4	—1.5	+1.3	+3.5	+2.8	+3.7	+0.9
Berar . . . . .	—1.9	—3.2	—1.7	+1.1	+2.8	+3.2	+4.5	+0.7
West Coast . . . . .	—1.2	—1.1	—0.7	—0.1	+0.1	+1.5	+0.5	—0.1
Bombay Deccan . . . . .	—1.4	—2.4	+0.1	+0.9	+0.4	+0.9	+0.9	—0.1
Mysore . . . . .	—2.5	—2.7	—3.1	—2.0	—0.5	+1.1	+1.1	—1.2
Madras Coast . . . . .	—0.5	+0.5	—0.2	+0.6	+0.7	+1.3	+1.2	+0.5
Madras Deccan . . . . .	—1.0	—0.8	—0.3	—0.2	+1.6	+1.7	+1.9	+0.4
South India . . . . .	—3.1	—2.8	—2.9	—2.8	—1.5	—0.2	+0.2	—1.9
Mean for whole of India . . . . .	+0.2	—0.5	+0.7	+2.0	+1.9	+1.5	+1.7	+1.1



For the first three days the mean temperature of the whole country was about normal, but on the 5th a rise set in and from that day to the close of the week the heat was excessive. In consequence the mean temperature of the whole country for the week was excessive.

The provincial variations show that the heat during the week was less than usual in South India and Mysore, about normal in Assam, Bengal, Orissa, Bihar, the Central Provinces, Berar, the West Coast, the Bombay Deccan, the Madras Coast and the Madras Deccan, and higher than usual elsewhere. The greatest excess was in the Punjab, Sind and Rajputana.

The following were the highest maxima recorded on each day:

April 2nd	.	.	.	.	.	106.6°	at Minbu.
" 3rd	.	.	.	.	.	106.1°	" Mandalay.
" 4th	.	.	.	.	.	107.4°	" Jacobabad.
" 5th	.	.	.	.	.	109.3°	" Do.
" 6th	.	.	.	.	.	107.8°	" Ahmedabad.
" 7th	.	.	.	.	.	108.5°	" Chaibassa.
" 8th	.	.	.	.	.	110.3°	" Jacobabad.

**Rainfall.**—As mentioned above, the week under review has been one of widely extended unsettled weather. There has been no large or serious storm, but the pressure differences have been moderate, and dust and thunder storms have been widespread and have occasioned rain over a very large part of the country. These storms were most general in Bengal on the 7th and 8th of April; in Assam on the 6th, 7th and 8th; in the North-West Provinces on the 5th and 6th; in the Punjab on the 6th, 7th and 8th; in the south of the Peninsula on the 2nd, 3rd and 4th; in the Central Provinces on the 2nd; and in Madras on the 2nd and 3rd. The above shows that rain fell in some part of the country on all days of the week, but while the falls were moderately heavy in North-Eastern, North-Western and South-Western India, they were very light and scattered in other parts of the country.

The rainfall table at the close of the summary shows that rain averaging one-tenth of an inch or more has been received during the week in no less than seventeen of the rainfall divisions, *viz.*, in the Surma, Hills and Brahmaputra divisions of Assam, East, Central and North Bengal, the hills and west submontane divisions of the North-West Provinces, the south-east and hills divisions of the Punjab, Malabar, South-Central Madras, Coorg, Mysore, the Bombay Deccan, the south of the East Coast and South Madras. Within these seventeen divisions the average actual rainfall ranges from 2.24 inches in the Assam Valley, 1.67 inches in Coorg, 1.38 inches in South-Central Madras, and 1.08 inches in the Assam Hills to 0.11 inch in the South-East Punjab and 0.10 inch in the Bombay Deccan. In addition to the above mentioned seventeen divisions, no less than twenty-two more divisions received rain, though the average fall per division was less than one-tenth of an inch. Still that thirty-nine divisions received rain during the week shows the very large area of country affected by the unsettled weather. The third column of the table shows that the average actual rainfall was heavier than the average normal in the case of seventeen divisions, *viz.*, the Assam Valley, East, Central and North divisions of Bengal, North Bihar, the Hills and the West and West submontane divisions of the North-West Provinces, the South-East Punjab, the Punjab Hills, Malabar, South-Central Madras, Coorg, Mysore, the Konkan, the south of the East Coast and South Madras. Elsewhere the week's rainfall was short of the average, the deficiency being large in Assam Surma, but generally unimportant in the other divisions.



The following were the principal large totals recorded at individual stations during the week :

Assam.	Tezpur	4'18 inches.
	Debrugarh	3'56 "
	Sonapur (Gauhati)	2'79 "
Bengal	Mymensingh	4'23 "
	Nator (Rampore Boalia)	1'66 "
	Dinajpur	1'43 "
Bihar	Purnea	1'12 "
N.-W. P.	Bijnor	1'13 "
	Pithoragarh	1'07 "
Punjab	Thanesar (Karnal)	0'74 inch.
Malabar	Perinselmanoa	3'70 inches.
Nilgiris	Kodanad	4'23 "
Mysore	Devanahalli	2'05 "
Deccan	Halkalanjada	1'30 "
East Coast	Kangundi (North Arcot)	2'75 "
South Madras	Palamcottah	2'92 "

The three concluding columns of the table give the state of the rainfall for the period 26th February to the 8th of April, and show that in general the actual rainfall is much behind the normal. In the case of the Hill and Brahmaputra divisions of Assam, North Bengal, Malabar, South-Central Madras, Coorg, Mysore, the Konkan and Sind the rainfall has been heavier than usual, but practically in all the remaining divisions it has been short, and in some parts of North-West India—more particularly on the hills—this deficiency has been considerable.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WERE ENDING APRIL 30th, 1899.			RAINFALL DATA FROM FEBRUARY 26th to APRIL 30th, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, February 26th to April 30th.	Excess or de- fect of (nor- mal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0'58	-0'58	0	0'83	-100
	2. Lower Burma Deltaic.	0	0'44	-0'44	0	0'55	-100
	3. Central do.	0'01	0'14	-0'13	0'01	0'17	-94
	4. Upper do.	0'04	0'09	-0'05	0'07	0'12	-90
	5. Arakan	0	0'07	-0'07	0	0'41	-100
BENGAL AND ASSAM	6. Eastern Bengal	0'68	0'42	+0'26	2'96	3'39	-13
	7. Assam Surma	0'82	3'01	-2'19	10'47	13'06	-20
	8. Do. Hills	1'08	1'61	-0'53	10'96	6'41	+71
	9. Do. Brahmaputra	2'24	1'35	+0'89	7'12	5'46	+30
	10. Deltaic Bengal	0'05	0'33	-0'28	1'02	2'32	-56
	11. Central do.	0'32	0'20	+0'12	0'81	1'21	-33
	12. North do.	0'54	0'40	+0'14	2'86	1'87	+53
	13. Bengal Hills	0	0'58	-0'58	2'38	2'73	-13
	14. Orissa	0	0'17	-0'17	0'19	1'28	-85
	15. Chota Nagpur	0'03	0'09	-0'06	0'06	1'14	-95
	16. South Bihar	0'01	0'05	-0'04	0'04	0'40	-90
	17. North do.	0'08	0'07	+0'01	0'09	0'47	-81
NORTH-WESTERN PROVINCES AND ODISH.	18. N.-W. P. East	0	0'06	-0'06	0	0'32	-100
	19. South Oudh	0	0'04	-0'04	0	0'35	-100
	20. North do.	0	0'04	-0'04	0	0'49	-100
	21. N.-W. P. Central	0	0'03	-0'03	0'01	0'34	-97
	22. Do. West	0'08	0'04	+0'04	0'09	0'51	-82
	23. Do. East Submontane	0'01	0'05	-0'04	0'01	0'38	-97
	24. Do. West do.	0'16	0'07	+0'09	0'25	1'05	-76
	25. Do. Hills	0'53	0'29	+0'24	0'78	3'07	-75
PUNJAB	26. South-East Punjab	0'11	0'06	+0'05	0'12	0'59	-80
	27. South do.	0'05	0'05	0	0'05	0'59	-92
	28. Central do.	0'08	0'17	-0'09	0'53	1'30	-59
	29. Punjab Submontane	0'09	0'12	-0'03	0'21	1'28	-84
	30. Do. Hills	0'48	0'39	+0'09	0'74	3'24	-77
	31. North Punjab	0'01	0'44	-0'43	1'27	2'83	-55
	32. West do.	0'01	0'10	-0'09	0'18	0'68	-74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	0'70	0'42	+0'28	1'66	1'39	+19
	34. Madras South-Central	1'38	0'32	+1'06	1'49	1'23	+21
	35. Coorg	1'67	0'52	+1'15	1'86	1'51	+24
	36. Mysore	0'67	0'16	+0'51	0'74	0'48	+54
	37. Konkan	0'09	0'03	+0'06	0'09	0'07	+30
	38. Bombay Deccan	0'10	0'13	-0'03	0'32	0'32	0
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'02	0'03	-0'01	0'03	0'06	-50
CENTRAL PROVINCES AND BERAR.	41. Berar	0'03	0'05	-0'02	0'11	0'26	-58
	42. Central Provinces West	0'02	0'05	-0'03	0'04	0'37	-89
	43. Do. do. Central	0'05	0'09	-0'04	0'09	0'62	-85
	44. Do. do. East	0'01	0'14	-0'13	0'03	0'83	-96
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0'01	-100
	46. Kathiawar	0	0	0	0	0'12	-100
	47. Sind	0	0'01	-0'01	0'67	0'26	+158
	48. Baluchistan Hills	0'06	0'47	-0'41	2'17	2'63	-17
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0	0'01	-0'01	0	0'18	-100
	50. Rajputana East, Central India West.	0	0'01	-0'01	0	0'19	-100
	51. West Rajputana	0	0'03	-0'03	0	0'22	-100
MADRAS	52. East Coast North	0'04	0'09	-0'05	0'11	0'63	-83
	52-A. Do. do. (S)	0	0	0	0	1'55	-100
	53. Hyderabad South	0	0'21	-0'21	0	0'72	-100
	54. Madras Central	0'02	0'05	-0'03	0'08	0'19	-58
	55. East Coast Central	0	0'01	-0'01	0	0'34	-100
	56. Do. South	0'21	0'07	+0'14	0'37	0'45	-40
	57. Madras South	0'54	0'23	+0'31	0'70	1'42	-51

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SIMLA, 13th April, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 8th April.*—Light showers fell in parts of the Circars and Bellary, and heavy rain in parts of the Central, West Coast, and Southern districts. The water-supply is becoming exhausted, but is almost normal for the season. Some sowings under irrigation are in progress. The standing crops are generally in good condition, but are suffering from exhaustion of the water-supply in parts. The harvest continues to yield a normal outturn. Pasture has dried up, but fodder is sufficient. The condition of cattle is normal. Prices are almost stationary.

**Bombay.**—*For week ending 12th April.*—Slight rain fell in parts of six districts. Harvesting of late crops is progressing in twelve and preparations for next season in eighteen districts. Cotton-picking continues in parts of Guzerat and Karnatak. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in seven and fallen in two districts; elsewhere they are stationary.

**Bengal.**—*For week ending 10th April.*—There was rain during the week in almost all parts of Bengal Proper and in places in North Bihar and in the Balasore and Hazaribagh districts. Ploughing is proceeding rapidly and the sowing of autumn rice and jute is going on in parts. The planting of sugarcane is also in progress. Spring rice is doing well, though some more rain is still required in the Burdwan and Presidency divisions. The spring crops are still being harvested in places. A good crop of *mahua* (*Bassia latifolia*) is being gathered in the Bhagalpur and Chota Nagpore divisions. The fodder-supply is everywhere sufficient, except at Midnapore. Prices continue practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 12th April.*—The weather was generally unsettled during the week and rain has fallen in several districts. Harvesting of the spring crops is nearly over and threshing and winnowing are in active progress. Extra crops and sugarcane are being sown, planted and irrigated. Opium weighments have commenced. Prospects are favourable and supplies and fodder are sufficient. Prices show a tendency to rise in a few districts, but are generally stationary to falling.

**Punjab.**—*For week ending 12th April.*—Rain has fallen in all districts, except Delhi, Jullundur, Shahpur, and Peshawar. Harvesting of spring and sowings of extra spring and autumn crops continue. The condition and prospects of the standing irrigated crops are average and of unirrigated crops below average or poor. The yield is generally expected to be below average. Cattle are in fair condition, except in Delhi and parts of Dera Ismail Khan. Fodder is scarce in Delhi, Umballa, Lahore, Shahpur, Dera Ismail Khan, and parts of Hissar, and sufficient elsewhere. Prices, especially of wheat, are rising in Sialkot, Peshawar, and Dera Ismail Khan; falling in Hissar, Jullundur, and Rawalpindi;



and are unchanged elsewhere. Wheat is selling from 16½ to 21½, gram 20 to 23½, barley 32, bulrush-millet 19 to 29, maize 28 to 39, great millet 20, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 11th April.*—The weather is hot and occasionally cloudy, and high winds prevail almost everywhere. Slight showers of rain fell in eight districts. The threshing of spring crops is approaching completion and the planting of sugarcane continues in Bhandara and Sambalpur. In Saugor labourers find occupation in gathering *mahua* (*Bassia latifolia*) and other minor products from Government forests. In parts of Damoh also the forests have been thrown open to the poorer classes and village relief is being organised in the northern half of that district. The water-supply is becoming scanty in some villages of the Mandla, Betul, Wardha, and Chhindwara districts. Fodder is reported insufficient in parts of Seoni, Wardha, Nagpur, and Sambalpur. The price of wheat, gram, rice, and *juar* has fallen in some districts, and has slightly risen in others. A tendency to rise is shown mainly in the Jubbulpore division, but both there and elsewhere prices are below normal, the cheapest being—wheat 21, gram 35, rice 22, and *juar* 29 seers per rupee; the dearest prices are—wheat 12, gram 18, rice 10, and *juar* 19 seers per rupee.

**Burma.**—*For week ending 8th April.*—In Upper Burma sowing and transplanting of dry weather paddy are not yet completed in some districts. The crop promises well, except in Mandalay, where prospects are poor and in a few villages of the Ruby Mines district in which more water is needed. Wheat is being harvested in Sagaing and reaping of miscellaneous crops is progressing generally in Myitkyina and the Ruby Mines district. Land is being cleared for cultivation of hill side paddy. The price of paddy has fallen slightly in Rangoon, Pegu, and Pakokku, and has risen in Amherst.

**Assam.**—*For week ending 11th April.*—Rain in most districts has facilitated cultivation. Ploughing for and sowing of early and late broadcast rice continue. Transplanted early rice is somewhat damaged by rise of water in Sunamganj. Plucking of tea is in progress and prospects are generally good, except in Cachar, where red spider and blight prevail. Pressing of sugarcane is nearly finished; the outturn is poor in Sylhet, elsewhere it is generally good. Ploughing for and sowing of jute continue in Goalpara and Sylhet. Prices—common rice—Sylhet 19; Silchar, Dhubri, Gauhati, and Nowgong 16; Tezpur 15; Sibsagar 10; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 12th April.*—**MYSORE:** Rainfall 53 cents in the Civil and Military station and slight rain in parts of the Province. The standing crops are in good condition. Prices have slightly fallen in Bangalore, Hassan, and Shimoga; and have risen in Kolar, Kadur, and Mysore.

**COORG:** Rainfall 17 cents. Coffee has blossomed. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 12th April.*—**BERAR:** The weather is warm and occasionally cloudy. Preparation of land for the ensuing rain crop continues. Scarcity of fodder and water prevails in parts of the Province. Prices are fluctuating.

NOTE.—In the Assam report for the week ending 4th April delete the words "and heavy rain from Sylhet."



**HYDERABAD:** No rain during the week. The spring harvest is progressing and the standing winter rice crop is in fairly good condition. Prices of grain continue steady. Prices—wheat 9½, coarse rice 10½, and *jowari* 2½ seers per current sicca rupee.

**Central India.**—*For week ending 12th April.*—No rain during the week. Agricultural operations are in progress throughout Central India. The standing crops are in fairly good condition. Prices continue above normal in Bundelkhand. The condition of the opium crop is fair in Malwa and good in Gwalior and Bhopal.

**Rajputana.**—*For week ending 12th April.*—Agricultural operations are progressing satisfactorily, except in Merwara. The state of the crops is generally good, except in Ajmere-Merwara, where it is fair. The harvesting of crops is almost completed. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. Fodder scarcity prevails in States reported last week. Prices are falling in two States and are steady elsewhere. Twenty persons emigrated from Ajmere and seven from Merwara during the week. The total emigration from Merwara up to date numbers 4,342. The numbers employed on relief works were—440 in Ajmere, 3,263 in Merwara, and 970 in Marwar. Prices—Ajmere 20½, Beawar 22, and Marwar 15 seers per rupee. The water-supply threatens to fail in Kherwara and remedial operations have been started.

**Kashmir.**—*For week ending 11th April.*—Rain fell during the week. The prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 12th April.*—Slight rain fell during the week. Prices are stationary. Wheat is selling at 19 and maize 25 seers per rupee. The condition of the standing crops is fair. Fodder is scarce.

**Nepal.**—*For week ending 8th April.*—Rainfall 0·34 inch. The weather is cold, windy, and stormy. Crop prospects are good. The price of rice is 9½ seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 11—124-2.

*Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Civil Veterinary Administration),—dated Simla, the 7th April, 1899.*

Read—

The Annual Report of the Civil Veterinary Department in India for the official year 1897-98.

## RESOLUTION.

The Report of the Civil Veterinary Department for the year 1897-98 shows satisfactory progress in all directions. The results of the famine in the shape of high prices and scarcity of fodder continued to affect the operations of the Department and added in no small degree to the anxieties of the Inspector General and his officers. The number of Government stallions employed was somewhat smaller than in the previous year. The average number of mares covered per Government stallion employed in the three most important breeding centres—the North-Western Provinces, North Punjab and South Punjab—fell from 52 to 49. The Government of India, however, agree with the Inspector General that, considering the sufferings of these Provinces from scarcity, and the strain on the resources of the Punjab caused by the frontier campaigns, it is satisfactory that the decrease was not more marked. The increase in the corresponding figures for Baluchistan, which is one of the best breeding-grounds, is very satisfactory.

As in the previous year the high cost of feed and keep of Government stallions was unavoidable. The Inspector General exercised the closest personal supervision over expenditure under this head in all the Provincial departments under his charge, and the Government of India are satisfied that the utmost possible economy was observed.

The condition of the Bombay market for Arab stallions during the year was most unsatisfactory. In 1896-97 only half the usual number of horses was landed, but in the year under review, owing to previous losses sustained by dealers and fear of plague, only 1,500 horses were landed against a yearly average under normal conditions of 5,000. Under circumstances so unfavourable, it is creditable to Veterinary Colonel Queripel that he obtained the requisite number of Arab stallions of high class.

The suggestions for remedying existing defects in the accommodation provided for stallions on board hired transports have been referred to a Committee appointed to consider the matter.

2. The removal of the Punjab Stallion Depot at Babugarh to a site near the cantonment of Abbottabad has now been practically approved, and the plans and estimates for the new buildings are at present under the consideration of the Government of India. The location of the stables on the new site should have the best results, as regards the acclimatization and treatment of horses, and is likely to act as a stimulus to horse-breeding in the Punjab generally.

3. Steps have been taken to carry into effect the proposal of the Inspector General that the attention of Officers Commanding British Cavalry Regiments mounted on country-breds should be specially directed to the working of those horses whose pedigrees are known, for the purpose of comparing the working capabilities of horses got by the different classes of sires.

4. There was a reduction, for the most part due to the destruction of old donkeys who were no longer fit for breeding, in the number of donkey stallions employed as compared with the figure for the preceding year.



Similarly, there was a falling off in the percentage of mares covered per donkey stallion employed. These reductions were due to the peculiar circumstances of the year, considering which the results shown are satisfactory. In addition to scarcity there was the demand for transport for the late frontier expeditions, which undoubtedly caused a serious drain on the pony-mare supply, and of which the effect is likely to be seen to a still greater extent in the figures for 1898-99. To meet the demand for donkey stallions which exceeds the supply, the purchase of 25 additional jacks per annum for the next three years has recently been sanctioned.

5. The increase in the number of branded mares is satisfactory. Little advantage has been taken of the concession granted a few years ago of allowing unbranded mares to be covered on certificates granted by District Officers. The Government of India, however, agree that there is no harm in giving the system a further trial except in the Bombay Presidency proper, where no reasons for its continuance exist. There was a slight falling off in the total number of mares covered, but considering the various unfavourable conditions of the year the results are not unsatisfactory.

6. Though the season was less unfavourable to horse fairs and shows than the preceding year, owing to the plague and other causes a certain number could not be held, whilst in other cases the attendance was below the average. There was a falling off in the number of purchases made by the Army Remount Department, but the class of animals obtained was well up to the average of former years. On the other hand, the purchases made by the Native Cavalry exceeded by 94 the figure for the preceding year. It is satisfactory that the award of silver medals to owners of the best collections of brood mares and young stock is so much appreciated and continues to excite keen competition.

7. The Instruction Farms continue to fulfil a useful purpose. It was thought advisable during the year to sell the pony and donkey mares attached to the two Farms and gradually to increase the stock of big mares. The changes will have the advantage, amongst others, of enabling experiments to be carried out as to the value of the different crosses.

8. A considerable advance was made during the year towards completing the equipment of the bacteriological laboratory at Muktesar and placing the staff on a thoroughly satisfactory footing. As the result of an informal conference held at Simla which was attended by Veterinary-Colonel Queripel and Dr. Lingard, a Veterinary Officer has been posted as Assistant to the Imperial Bacteriologist to attend to the practical work outside the laboratory, as well as to assist in the laboratory itself. A trained German head laboratory assistant has been attached to the laboratory, and most of the buildings and appliances required have been provided. Government have unfortunately been deprived temporarily of Dr. Lingard's services owing to his being obliged to take sick leave, but Captain Leonard Rogers, I.M.S., has been appointed to carry on his work, and a number of important experiments are in progress in connection with rinderpest, whilst the manufacture of mallein and other reagents is being carried on. It is a source of satisfaction to Government that the laboratory is at length in working order and the various objects of the institution are being actively pursued.

Operations under the Glanders and Farcy Act have been extended during the year. In particular the Act was amended in order to meet the paucity of qualified Veterinary Practitioners in the North-Western Provinces and Oudh by utilizing with the express permission of the military authorities the services of Veterinary Officers of the Army Veterinary Department in cases of urgent necessity. Rules have been framed for the working of the Act in the Hyderabad Assigned Districts, and the difficulty caused by the absence of any qualified Veterinary Practitioner has been met by the appointment as Veterinary Surgeon under section 7 of the Act of the Superintendent, Civil Veterinary Department, or, in his absence, of the Senior Veterinary Assistant. Glanders was prevalent in most of the Provinces, but not to any serious extent except in Bombay City. Further information has been collected regarding *surra* disease which shows how widespread this fatal malady is. So far inquiries have been confined to the Punjab and the North-Western Provinces, and investigations should be directed to ascertaining whether the disease affects animals elsewhere in the Indian Peninsula and, if so, to what extent. It is to be regretted



that no progress has been made in investigating the Ludhiana disease or anthrax. The Imperial Bacteriologist may possibly be able to undertake this duty in the near future.

9. It is satisfactory that the Inspector General has succeeded in inducing the railway companies to adopt a uniform system for the cleansing of horse-boxes and railway trucks, and that the railways have now definitely adopted a uniform set of rules for this purpose.

10. The Inspector General's account of horse-breeding in the Native States shows a satisfactory state of things, and it is evident that the *durbars* generally conduct their operations with energy and intelligence.

11. There was a slight falling off in the number of horse, pony and donkey stallions maintained by District Boards, but the interest taken in horse-breeding by local bodies, more especially in Northern India, is well maintained and the demand for suitable stallions considerably exceeds the supply. The Arab sire maintains his popularity with the owners of mares, and there was an increase in the number of coverings and of foals. Pony-breeding continues to yield most encouraging results, the fillies produced not only being sufficiently well developed to admit of their being branded and served by Imperial stallions, but in a few instances being up to the remount standard.

12. Much attention was paid during the year to the investigation and prevention of cattle disease, and opportunity was taken of the visit of Dr. Koch to this country to depute as many officers as possible to attend the demonstrations of his methods kindly given by him at Muktesar.

13. Much good work was done in the veterinary dispensaries during the year and there is ample evidence of the steady increase of these institutions in popularity. Bombay still leads the way as regards numbers, but Bengal is rapidly drawing up, and the Punjab and the Central Provinces are doing their best with limited resources. The utility of dispensaries as a means not only of alleviating much suffering but of enlisting the sympathies and securing the confidence of the people in Western veterinary methods cannot be overestimated, and it is earnestly to be hoped that in provinces like Madras, where at present not a single dispensary exists, and in the North-Western Provinces, where there is only one, there will be no unavoidable delay in taking action in the matter.

14. The results of the final examinations held at the Veterinary Schools were generally satisfactory, the Lahore Veterinary School being the most successful. At the Bombay School only 7 out of 14 passed; but the fact that the curriculum of study is altogether of a higher standard, and the tests somewhat more stringent there than at other schools, is no doubt partly responsible for the somewhat disappointing result.

15. In conclusion the Government of India desire to endorse the tribute paid by the Inspector General to the excellent work of the officers of the Department, and are glad again to acknowledge the care, zeal, and energy with which Veterinary-Colonel Queripel carried on the administration of the Department in a year of more than ordinary difficulty.

To the Government of Madras.  
 " " Bombay.  
 " " Bengal.  
 " " North-Western Provinces and Oudh.  
 " " Punjab.  
 " " Burma.  
 " Chief Commissioner, Central Provinces.  
 " " Ajmere-Merwara.  
 " Resident, Hyderabad.  
 " Agents to the Governor General in Rajputana and Baluchistan.

ORDER.—Ordered, that a copy of the foregoing Resolution be forwarded to the Local Governments and Administrations noted in the margin.



ORDERED, also, that a copy be forwarded to the Military Department for information and favour of communication to the Director, Army Remount Department, the Commissary-General-in-Chief, and the Adjutant General in India, for the information of His Excellency the Commander-in-Chief and of Officers Commanding Regiments of Native Cavalry.

Ordered, also, that a copy be forwarded to the Inspector General, Civil Veterinary Department, for information and to the Director-General, Indian Medical Service, for communication to the Imperial Bacteriologist.

Ordered, also, that a copy be published in the Supplement to the *Gazette of India*.

[True Extract.]

T. W. HOLDERNESS,

*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY 1917 TO 31ST MARCH 1918, AND FROM 1ST JANUARY TO 31ST MARCH 1919.

N.B.—As regards the figures in column Total Earnings from 1st January 1931, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the half of 1909.	LAST 12 DAYS OF MARCH 1909.				LAST 12 DAYS OF MARCH 1908.				Earnings from 1st January to 31st March 1909.	Earnings from 1st January to 31st March 1908.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.													
Standard gauge—		Ra.	Miles.	Rs.	Ra.	Miles.	Rs.	Ra.	Ra.	Rs.	Rs.	Rs.	Ra.
East Indian	884	1,740	22,02,896	1,268	1,717	22,52,000	1,306	1,54,71,165	1,61,28,000	2,51,885			
Bengal Central	183	125	49,747	304	125	46,300	201	2,82,314	2,79,000	3,314			
Bengal-Nagpur	181	582	3,14,231	365	1,188	7,78,000	320	10,82,495	24,84,000	5,07,005			
Indian Midland (including Bhopal-Itarsi)	171	706	2,17,911	285	304	2,38,000	272	18,01,664	17,88,000	13,664			
Beawada Extn. (East Coast State)	161	91	7,341	350	31	5,500	284	25,001	30,300	5,299			
Madras-Eumir sec. (Beawada-Mad.)	119	9	1,615	172	9	1,800	203	13,583	14,100	517			
Metro gauge—													
Rajputana-Malwa (inclg. G.-E.-Nagda)	264	1,815	7,40,712	408	1,815	8,10,000	440	51,75,087	83,89,000	9,69,003			
Calcutta-Dacca	44	17	1,103	85	17	1,100	65	2,227	9,500	2,273			
South Indian	161	1,032	3,15,400	303	1,023	3,05,000	294	10,87,775	10,27,000	60,775			
Mayavaram-Mutpet	83	54	9,211	173	51	10,100	187	53,530	59,000	5,470			
Southern Mahatla (including Guntakal-Mysore Frontier section)	103	1,165	3,00,739	190	1,165	3,16,000	181	13,89,491	13,52,000	3,37,491			
Mysore section (Southern Mahatla)	107	290	51,579	174	306	3,10,000	117	4,08,650	2,40,000	1,68,650			
Bombay and North-Western system	182	814	3,52,732	209	1,092	2,35,000	210	17,25,842	18,11,000	85,158			
Bombay and North-Western system	186	271	45,331	106	231	47,700	176	2,60,152	3,00,000	39,848			
Lucknow-Bareilly	200	246	57,224	200	415	59,000	112	3,34,120	4,18,000	1,78,880			
Assam-Bongal	340	940	3,02,391	419	938	3,27,000	319	29,31,930	26,73,000	2,58,930			
Burma	233	268	10,248	473	10,090	20,58,400	134	3,38,61,644	3,32,05,000	6,56,644			
TOTAL	268	10,248	38,89,038	473	10,090	20,58,400	134	3,38,61,644	3,32,05,000	6,56,644			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,846	14,52,307	563	2,834	12,61,000	458	1,01,89,745	85,89,000	1,40,745			
Orissa and Rohilkhand (inclg. m. g. line)	217	875	3,02,807	415	1,013	3,80,000	375	21,85,640	28,41,000	1,45,351			
Eastern Bengal (inclg. metre & 2' 6")	319	818	5,12,315	626	825	4,81,000	581	17,76,504	31,54,000	1,37,496			
East Coast (b)	310	530	1,34,720	251	795	1,61,000	202	8,10,000	9,53,000	1,43,000			
Special gauges—													
Jorhat	68	28	2,509	108	28	3,700	96	25,444	22,000	3,444			
L. Chorra-Companyganj	20	8	342	43	8	900	34	6,144	6,400	256			
TOTAL	61	504	21,63,356	473	5,556	22,89,000	412	1,72,06,901	1,52,35,900	1,97,001			
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,401	15,89,090	1,731	1,491	13,05,000	936	93,78,065	1,12,91,000	18,14,915			
Bombay, Baroda and Central India	273	461	5,87,009	1,278	441	6,97,000	1,205	34,72,818	41,14,000	7,41,182			
Madras	258	810	3,85,000	849	844	3,38,000	414	27,10,648	22,08,000	5,02,648			
TOTAL	1045	2,672	25,61,099	3,858	3,135	23,40,000	2555	1,55,62,531	1,77,00,000	21,37,469			
TOTAL (GUARANTEED AND STATE)	1213	18,920	39,47,054	5591	10,025	46,14,400	467	6,70,36,401	6,87,41,200	17,10,799			
Assisted companies.													
Standard gauge—													
Delhi-Jamsheda-Katka	217	163	71,277	449	162	68,100	420	5,01,424	3,45,000	1,56,424			
Takli	230	23	12,044	543	21	12,000	545	93,354	85,000	8,354			
Southern Punjab (Delhi-Samastha)	75	400	35,892	89	425	41,000	104	2,29,818	3,00,000	70,882			
Tapti Valley	...	...	...	...	36	2,800	78	...	10,000	10,000			
Metro gauge—													
Mysore-Mysore-Jamsheda-Katka	...	...	...	...	33	2,300	79	...	17,000	17,000			
Rohilkhand and Ramesh (Co.'s sec.)	137	66	20,090	395	66	17,400	364	93,028	1,00,000	10,972			
Segowli-Buxaul	...	...	...	...	58	10,000	50	...	10,000	2,000			
Bombay-Dacca	148	36	6,130	172	34	4,000	130	45,200	35,000	10,200			
Dhru-Sadiya	200	78	30,413	390	78	29,500	378	1,90,800	2,31,000	41,200			
Ahmedabad-Paranthi	59	55	4,718	86	55	5,000	162	29,744	41,000	11,256			
Special gauges—													
Darjeeling-Himalayan	298	51	30,408	510	51	29,700	382	1,41,709	1,45,000	3,291			
Batoli	166	21	6,751	311	21	7,700	187	4,872	62,500	5,628			
TOTAL	106	601	2,10,000	246	1,001	2,21,000	229	13,77,700	13,79,000	1,200			
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gooma	31	74	3,696	50	74	7,600	103	31,043	66,200	41,157			
Bhopal-Ujjain	76	116	18,852	122	114	29,400	203	1,05,527	1,47,000	41,473			
Nagda-Ujjain	66	35	5,205	140	31	4,100	121	31,479	27,200	4,279			
The Nizam's guaranteed state	235	374	1,37,168	411	331	1,44,000	428	9,57,000	8,91,000	66,000			
The Gaekwar's Pooled	76	13	1,153	40	13	1,500	146	5,898	11,100	5,202			
Rajputana-Bharatpur	140	108	22,586	202	108	20,000	195	1,81,726	1,39,000	42,726			
Kolar-Gold-Bride	408	10	7,345	736	10	3,500	300	62,120	40,300	21,820			
Metro gauge—													
Yewandpur-Mysore Frontier section (inclg. M.-Nagda)	71	60	7,704	117	60	6,000	91	55,944	31,200	24,744			
The Gaekwar's Mohana	81	93	32,401	134	93	11,200	120	79,156	64,400	14,756			
Kolhapur	55	29	2,525	87	29	5,000	172	17,900	32,100	14,200			
Special gauges—													
The Gaekwar's Dalhousie	56	79	7,977	101	79	8,800	109	41,408	50,000	8,592			
Rajputana	13	19	4,465	24	13	1,600	63	2,234	9,200	6,966			
Cochin Beher	65	23	3,483	139	23	2,000	80	19,740	15,700	4,040			
TOTAL	133	604	2,25,083	224	1,008	2,38,000	228	15,81,063	18,97,000	3,16,937			
Lines owned & worked by n. states.													
Metro gauge—													
Bikaner-Gandhinagar-Jamsheda-Portbandar	120	384	64,477	163	374	69,200	207	4,10,715	5,18,000	1,07,285			
Jamsheda-Bikaner	80	46	10,151	134	46	8,500	148	42,524	53,000	10,476			
Jamsheda	38	54	3,543	66	54	3,800	67	21,271	27,000	5,729			
Dhru-Sadiya	...	...	...	...	21	2,000	124	18,000	18,000	...			
Jamsheda-Bikaner	86	361	42,035	124	407	75,100	185	2,98,483	4,60,000	1,61,517			
Ondrapur-Chitor	42	60	3,943	66	60	4,000	77	29,275	30,100	825			
Special gauges—													
Morri	82	34	9,250	94	84	14,900	107	72,937	1,00,000	27,063			
TOTAL	601	1,052	1,81,400	1,094	1,010	1,78,000	1,234	8,72,734	12,00,000	3,27,266			
GRAND TOTAL	278	20,991	1,04,25,167	407	22,357	1,02,54,400	434	2,08,02,782	2,70,09,200	61,06,418			

(a) Includes Jammu and Kashmir and Hyderabad-Ghidipalli ry.  
(b) Includes Bombay-Madras ry.

(c) From 1<sup>st</sup> to 31<sup>st</sup> March 1898.  
(d) From 1<sup>st</sup> to 31<sup>st</sup> March 1899.

G. LUBBOCK, *Lieut., R.E.*  
Offg. Under Secy. to the Govt. of

St. Paul, the 18th April, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. L of 1895-99.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1898, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week to 1897-98.	LAST 12 DAYS OF MARCH 1898				LAST 12 DAYS OF MARCH 1899				Earnings from 1st April 1897 to 31st March 1898.	Earnings from 1st April 1898 to 31st March 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
East Indian	634	1,740	22,02,886	1,306	1,742	23,82,000	1,380	5,31,73,558	5,09,40,000	7,06,442			
Bengal Central	183	135	49,707	398	125	35,106	381	11,90,940	10,70,000	1,20,940		1,60,840	
Bengal Nagpur	139	862	3,11,211	363	1,186	3,70,000	320	62,52,768	73,00,000	11,23,232			
Indian Midland (including Bhopal-Hamir)	155	708	2,17,931	285	868	2,30,000	273	61,21,378	68,10,000	1,75,622			
Baroda-Katn. (West Coast State)	165	21	7,343	340	21	5,000	241	1,78,109	1,82,000	3,891		30,169	
Madras-Saurashtra sec. (Deccan-Mad.)	138	9	1,545	172	9	1,800	200	50,211	41,200	9,011		14,811	
by gauge—													
Rajputana-Malwa (incldg. G. R. Nagda)	210	1,815	7,40,712	408	1,815	8,10,000	444	1,07,99,018	2,81,30,000	33,33,082			
Palampur-Deosa	44	37	1,103	65	17	3,100	65	30,094	40,300	10,206			
South Indian	166	1,042	3,15,440	303	1,033	3,05,400	298	80,95,323	88,99,000	8,03,677		5,97,323	
Chennai-Madras	92	54	9,211	171	54	10,100	187	2,48,018	2,44,000	4,018		14,518	
by gauge—													
Madras section (Southern Mahratta)	113	1,105	3,09,729	180	1,105	3,14,000	184	68,41,888	54,56,000	13,85,888		13,85,888	
Bombay and North-Western system	147	814	2,52,742	299	1,082	2,34,000	218	62,53,114	12,19,000	50,34,114		8,07,552	
Amritsar-Lahore	81	331	15,254	100	331	40,700	178	8,92,306	10,35,000	1,42,694			
Amritsar-Bombay	73	286	37,233	300	415	59,100	142	10,40,711	14,22,000	3,75,289			
Burma	180	986	3,92,301	419	936	3,27,000	349	87,48,690	59,31,000	28,17,690		77,089	
TOTAL	245	10,209	18,69,958	477	10,380	18,85,300	454	32,77,15,453	30,10,18,700	2,66,96,753			
State lines worked by the State.													
North Western (a)	208	2,840	14,52,307	503	2,886	12,64,000	438	3,57,33,479	3,62,51,000	5,17,561			
South and Rohilkhand (incldg. m. g. link)	101	873	3,02,897	418	1,013	2,80,000	373	88,40,147	1,00,03,000	12,16,813			
Eastern Bengal (incldg. m. g. & 2' 6")	302	518	5,12,312	676	825	4,41,000	543	1,54,52,504	1,41,60,000	12,92,504		12,92,504	
West Coast (b)	106	586	1,34,720	231	795	1,01,000	203	20,62,438	22,90,000	2,27,562		2,27,562	
by gauge—													
Amritsar	69	29	2,000	100	28	2,700	98	98,800	91,000	7,800		5,800	
Amritsar-Companyganj	44	8	812	42	8	700	38	4,481	7,400	2,919			
TOTAL	246	5,151	21,05,556	477	5,555	23,85,000	419	6,30,50,538	6,34,72,000	4,21,462			
Lines worked by guaranteed cos.													
East Indian Peninsula	381	1,401	15,39,000	1,032	1,401	13,85,000	930	3,95,61,854	3,67,04,000	28,57,854			
Bombay, Baroda and Central India	888	641	3,87,000	1,273	461	5,07,000	1,205	1,40,55,500	1,02,23,000	38,32,500			
TOTAL	381	2,792	19,26,000	2,305	2,792	18,92,000	2,135	5,36,17,354	4,69,27,000	66,90,354		66,90,354	
GRAND TOTAL (GUARANTEED AND STATE)													
Assisted companies.	207	18,152	38,31,558	643	10,387	36,14,300	497	24,77,77,097	22,79,11,200	2,28,07,107			
by gauge—													
Amritsar-Bombay-Katn. (Dolbi-Samasta)	207	102	71,277	440	163	68,100	420	17,44,303	14,51,000	2,93,303			
Amritsar	278	24	12,004	516	23	12,000	245	3,18,854	3,05,000	13,854			
Amritsar-Punjab (Dolbi-Samasta)	42	400	86,802	81	421	44,000	104	8,98,257	14,07,000	5,08,743			
Amritsar Valley	...	...	...	...	...	...	...	...	...	...			
by gauge—													
Amritsar-Jamshpur-Jaganathganj	...	...	...	...	...	...	...	...	...	...			
Amritsar and Komona (Co.'s sec.)	131	60	50,000	395	66	17,400	204	4,17,870	4,74,000	56,130			
Amritsar-Batal	...	...	...	...	...	...	...	...	...	...			
Amritsar-Douars	140	36	6,100	172	26	4,000	176	2,77,976	2,80,000	2,024			
Amritsar-Batal	108	74	30,413	230	78	29,500	378	7,91,024	8,27,000	35,976			
Amritsar-Faridkot	43	55	2,718	86	45	5,000	102	99,916	1,00,000	814			
by gauge—													
Amritsar-Himalayan	274	51	36,408	310	51	29,700	542	7,20,318	7,50,000	2,982			
Amritsar	125	21	6,531	311	21	7,700	767	1,40,560	1,35,000	5,560			
TOTAL	147	881	2,19,592	246	1,001	2,31,000	223	18,63,220	18,86,000	22,780			
Owned by native states and worked by other agencies.													
by gauge—													
Amritsar	28	74	3,896	50	74	7,500	103	98,551	1,67,000	68,449			
Amritsar-Ujjain	61	114	13,872	123	114	23,900	202	2,59,026	4,31,000	1,71,974			
Amritsar-Ujjain	40	85	6,200	149	81	4,100	121	1,06,803	1,21,000	14,197			
Amritsar-Guaranteed State	211	334	1,77,138	411	334	1,48,000	423	30,47,902	29,31,000	1,16,902			
Amritsar-Patid	54	18	1,151	69	13	1,000	146	68,003	66,100	1,903			
Amritsar-Bhatinda	182	108	22,500	219	105	20,700	218	6,80,505	6,54,000	26,505			
Amritsar-Bhatinda	402	10	7,345	735	10	3,500	350	2,08,983	1,92,000	16,983			
by gauge—													
Amritsar-Mysore Frontier section (incldg. M. Nanjangud)	84	60	7,704	117	86	6,000	91	3,91,473	1,90,000	2,01,473			
Amritsar-Guwara's Mohana	71	95	19,481	134	93	11,200	129	3,41,368	3,46,000	4,632			
Amritsar	57	29	2,525	87	29	5,000	172	86,204	92,000	5,796			
by gauge—													
Amritsar-Guwara's Dabhol	51	78	7,977	101	78	9,600	109	2,95,556	2,16,000	79,556			
Amritsar	11	19	405	34	24	1,500	63	7,044	17,000	10,956			
Amritsar-Bihar	51	22	3,482	150	25	2,000	89	62,162	64,000	1,838			
TOTAL	150	906	2,25,583	246	1,003	2,38,500	223	61,71,183	65,04,000	3,32,817			
Owned & worked by n. states.													
by gauge—													
Amritsar-Gondal-Jamagad-Forbandar	97	234	61,477	103	234	60,200	207	10,98,408	18,01,000	7,02,592			
Amritsar Rajkot	83	46	6,154	131	46	6,700	140	1,36,502	1,60,000	23,498			
Amritsar	58	54	3,545	84	54	3,800	67	1,05,717	1,10,000	4,283			
Amritsar	...	...	...	...	...	...	...	...	...	...			
Amritsar-Bikaner	62	394	45,074	124	407	28,100	185	11,60,984	14,43,000	2,82,016			
Amritsar-Chitor	38	60	3,948	60	60	4,000	77	1,18,080	1,55,000	36,920			
by gauge—													
Amritsar	88	91	9,250	98	94	14,500	157	4,61,000	4,06,000	55,000			
TOTAL	75	352	1,32,408	139	1,016	1,46,000	173	18,75,984	22,42,000	3,66,016			
GRAND TOTAL	247	20,061	40,57,141	693	22,387	40,54,300	720	55,83,541	51,65,200	4,18,341			

Amritsar and Kashmir and Hyderabad-Shadipalli rya.

Amritsar rya.

Amritsar from 1st June 1897 and from 9th to 31st March 1898.

Amritsar from 23rd December 1898 to 31st March 1899.

Amritsar from 1st June 1898 to 31st March 1899.

(f) From 1st December 1898 to 31st March 1899.

(g) From 15th 31st March 1899.

(h) From 1st May 1897 to 31st March 1898.

(i) From 1st April 1897 to 31st March 1898.

(j) From 1st June 1898 to 1st March 1899.

G. LUBBOCK, Secy., R.E.

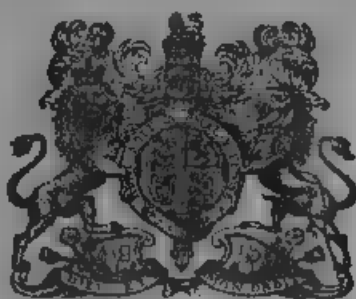


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SUPPLEMENT TO

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## OFFICIAL PAPERS.

*A Supplement to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34-78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	34-82	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	35-9	...	30-38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Mangoon . . . . .	...	...	36-37	...	36-33	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	36-08	...	...	...	...	...	...	...	...	...
Bassah . . . . .	...	...	37-05	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Monsada . . . . .	...	...	38-07	...	...	...	...	...	...	...	...	...
Tungoo . . . . .	...	...	39-05	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31-38	...	31-35	...	...	...	...	...	5-78	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	34-6	...	...	...	...	...	...	...	20-2	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	23-38	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brakmaputra—</i>												
Goolyara . . . . .	12-5	17-5	23	35-68	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	34-12	34-38	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	25	33-75	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18-76	31-87	26-25	45-75	...	...	12-5	15	...	...
<i>Delhi—</i>												
Midnapur . . . . .	...	...	25	36-35	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	45	30	36-25	...	...	20	25	20	31-15
<i>Central—</i>												
Bardwan . . . . .	...	...	23-5	29-37	23-75	...	...	...	...	...	...	...
Patna . . . . .	...	...	21-25	36-34	24-25	36-15	...	...	...	...	...	...
<i>Farther—</i>												
Rangpur . . . . .	...	...	21-25	31-25	30	30	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21-72	23-44	28-05	45-81	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	18-12	24-37	19-08	30-78	...	...	12-5	22-19	10-63	19-66
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	22-81	28-58	22-19	34-34	...	...	12-06	27-5	...	...
Muzaffarpur . . . . .	...	...	25-58	33-19	23	36-25	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Benares . . . . .	12-63	22-29	27-29	37-19	34-79	31-6	37-92	37-4	18-78	20-86	18-21	10-68
<i>Central—</i>												
Allahabad . . . . .	16-3	20	26-67	34-79	21-67	27-6	25-42	31-35	14-27	19-18	14-79	17-78
Jaunpur . . . . .	14-69	21-03	23-08	37-19	24-58	34-89	28-08	40-04	15	19-09	14-17	16-41
<i>Western—</i>												
Meerut . . . . .	...	...	28-33	...	29-54	30	27-6	...	...	...	...	...
Agra . . . . .	...	...	33-12	40	24-37	28-23	30-37	...	15-31	17-5	16-39	...
<i>Simla, west—</i>												
Shahjahanpur . . . . .	...	...	27-4	...	26-78	28-54	...	...	18-20	...	...	...
<b>South—</b>												
<i>Madras—</i>												
Madras . . . . .	14-37	20-78	23-44	35-35	31-97	27-34	28-37	30-1	19-34	19-60	13-33	16-23
<i>Northern—</i>												
Fyzabad . . . . .	14-53	18-39	38-29	...	22-19	28-12 and 22-5	...	...	...	20-05 and 23-12	18-33	17-19

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		BAJI.		HAIR.		GRAM.		ABHAR DIL.		GHI.		DISTRICTS.
1890.	1898.	1890.	1898.	1890.	1898.	1890.	1898.	1890.	1898.	1890.	1898.	
												Burma—
						57.64						Tanasserim—
						85.75		80.88				Mergol.
												Tavoy.
												Moulmein and Amherst.
						28.07		27.84				Pegu (Ilelate)—
						87.88						Bangoon.
												Thongwa.
												Bassoon.
						27.5		60.42				Pegu (inland)—
						28.1						Honsala.
												Tauungoo.
				9.28		20.53		42.1				Upper Burma—
						20		53.71				Mandalay.
												Bamo.
												Pakokku.
						38.1		53.23				Arabia—
												Kyaukpaya.
												Akyab.
												Assam—
												Brahmaputra—
												Oakpara.
												Guphati.
						20	20.75	45	35	420	400	Bengal—
						23.75	32.5	30	35	400	350	Eastern—
												Chittagong.
												Dacca.
20.5	22.5			12.5	20.12	22.5	35	22.5	35	335	350	Deltale—
										320	330	Midnapur.
						18.75	30	23.75	35.62	300	300	Calcutta.
						24.06	42.5	31.25	36.25	500	400	Central—
												Bardwan.
												Palna.
				15	25	20	47.5	40	60	350	319	Northern—
												Bangpur.
						20.94	26.68	17.97	22.44	335	345	Orissa—
												Cuttack.
				8.75	17.5	13.75	24.06	10.06		280	260	Bihar, south—
												Patna.
				12.06	17.81	15.16	27.5	28.08	21.87	330	330	Bihar, north—
				17.4	20	17.4	40	23	50	320	278.32	Bhagalpur.
				21.56								Muzaffarpur.
												N.-W. Provinces—
	20.94			10.30		15.47	22.48	23.06	34.53	325.88	317.19	Eastern—
												Benares.
15.34	19.08			12.15	17.4	16.3	20.78	21.04	22.08	275.28	263.67	Central—
	18.78			12.5	17.19	16.08	20.21	22.13	22.34	270	240	Cawnpore.
												Jhansi.
						22.24	26.56			304.74		Western—
17.5	17.5			13.75		18.12	23.50	23.12	23.23	230	240.50	Meerut.
												Agra.
						17.26				300	260	Submontane, south—
												Bhakshampur.
14.70	20.72			12.5	19.06	13.54	26.13	21.04		310	285	Oudh—
												Southern—
												Lucknow.
14.53	19.27			13.44	13.56	10.06	28.50 and 32.12			293	272.29	Northern—
												Pynabad.



## WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899—continued.

Districts.	Gum.		Salt.		Tobacco & Hay.		Turmeric.		Onion.		Straw.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergul & Tavoy	...	...	11-81 12-54	...	...	...	...	...	...	...	...	...
Moulmein and Amherst	...	...	25-00	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Bangoon	...	...	19-28	...	...	...	...	...	...	...	...	...
Thabelegone	...	...	20-81	...	...	...	...	...	...	...	...	...
Bhamo	...	...	22-61	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Bhamo	...	...	24-87	...	...	...	...	...	...	...	...	...
Toungoo	...	...	25-21	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay	...	...	20-28	...	...	...	...	...	...	...	...	...
Bamo	...	...	24-71	...	...	...	...	...	...	...	...	...
Pakokko	...	...	...	...	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpada	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	30-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara	...	...	...	...	...	...	...	...	...	...	...	...
Goalhati	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong	...	...	35	37-5	105	100	...	...	...	...	...	...
Dacca	...	...	35-62	37-5	80	86	...	...	2-5	2-5	...	...
<i>Deltaic—</i>												
Midnapur	...	...	36	38-63	55 and 55	50 and 52-1	...	...	...	...	2-56	1-11
Calcutta	...	...	38-75	34-37	80	70	...	...	8-38	6-25	6-25	6-12
<i>Central—</i>												
Burdwan	...	...	32-5	38-75	...	...	...	...	...	...	2-81	2-81
Patna	...	...	38-75	38-12	75	70	...	...	...	...	7-5	10
<i>Northern—</i>												
Rangpur	...	...	40	45	80	80	...	...	3-75	7(a)	5	7(a)
<i>Orissa—</i>												
Cuttack	...	...	30	30-63	45	80	...	...	3-57	3-50	4-27	2-88
<i>Madras—</i>												
<i>Patna</i>	...	...	35	36-25	80	80	...	...	2-5	3-12	2-5	3-12
<i>Madras, north—</i>												
Bhagalpur	...	...	34-75	37-5	40	40	...	...	...	...	...	...
Muzaffarpur	...	...	34-75	30-25	100	100	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<i>Eastern—</i>												
Banar	...	...	27-10	41-57	...	...	...	...	...	...	...	...
<i>Central—</i>												
Cawnpore	...	...	23-23	36-35	...	...	...	...	...	...	...	...
Shan	...	...	40	...	...	...	...	...	...	...	...	...
<i>Western—</i>												
Muzaffar	...	...	28-51	...	...	...	...	...	...	...	...	...
Agra	...	...	37-5	43-08	...	...	...	...	...	...	...	...
<i>Submontane, west—</i>												
Shahjahanpur	...	...	30	...	...	...	...	...	...	...	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow	...	...	30-78	43-30	...	...	...	...	...	...	...	...
<i>Northern—</i>												
Fyzabad	...	...	28-56	37-19	...	...	...	...	...	...	...	...

(a) For bundle.







## WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899—continued

Districts.	RICE, UNMILLED.		RICE, MILLED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .	38-83	38-83	...	...	30-78	34-05	...	...	23-85	22-19	20	21-00
<b>Punjab—</b>												
Southern— Ferozepur . . . . .	18-37	20	40	...	22-86	28-73	28-54	28-75	14-79	20	15-18	21-24
Central— Lahore . . . . .	27-1	24-99	30-53	42-08	22-86	26-56	25-86	30-91	11-41	18-29	19-58	20-52
South-eastern— Delhi . . . . .	21-04	25	30-78	36-33	22-54	27-6	27-0	30-17	15-99	18-07	18-15	18-30
Submontane— Amritsar . . . . .	18-18	20-78	38-34	45-73	21-04	26-25	28-91	30-21	...	...	19-00	...
Northern— Rawalpindi . . . . .	16-07	20	47-66	47-09	24-06	34	28-57	28-59	14-84	15-02	12-5	18-28
Western— Multan . . . . .	14-27	14-27	24-22	30-73	24-66	24-79	30-10	57-19	15-67	19-18	15-86	20-09
<b>Sind and Beluchistan—</b>												
Karachi . . . . .	...	...	28-75	41-25	30	38-75	...	...	10-27	25	...	22-61
Shikarpur . . . . .	...	...	...	...	23-85	27-19	...	...	15-02	...	...	23-5
Quetta . . . . .	...	...	...	...	25-62 to 27-5	40	60	65	21-25	27-6	18-12	24-87
<b>Bombay—</b>												
Deccan— Dharwar . . . . .	...	...	...	...	24-9	...	...	...	...	...	...	21-21
Sholapur . . . . .	...	...	...	...	24-22	...	...	...	...	...	19-21	20-01
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	18-12	...
Khandesh— Ahmadnagar . . . . .	...	...	...	...	36-03	...	...	...	...	...	16-05	...
Dhulia . . . . .	...	...	...	...	30-47	32-86	...	...	...	...	15-78	17-29
Gujarat— Surat . . . . .	...	...	...	...	31-07	36-18	...	...	...	...	16-54	25-21
Ahmedabad . . . . .	22-5	...	...	...	32-5	36-12	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western— Nagpur . . . . .	...	...	35	28	29	38	38-31	44-5	...	...	18-61	21-75
Central— Jabalpur . . . . .	21-06	...	22-19	26-89	25	33	28-26	33-00	...	...	17-87	19-08
Eastern— Raipur . . . . .	16	...	31	26	31-5	30	31	44	...	...	...	...
<b>Berar—</b>												
Basra . . . . .	...	...	...	...	32-14	44-28	...	...	...	...	11-54	20-10
Ellichpur . . . . .	...	...	38-07	38-56	38-36	40	44-44	50	...	...	14-81	19-08
Amruti . . . . .	...	...	40	40	38-38	40	40	47-19	...	...	13-83	19-12
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	22	26-8
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	19-0	19
Cuddapah . . . . .	17-8	46-4	38-6	47	...	...	...	...	...	...	16-8	24-7
Kurnool . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	17-8	31-1	31-3	54-8	...	...	...	...	...	...	...	...
Tanjore . . . . .	18-8	22-9	32-6	44-6	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madras . . . . .	...	...	...	...	...	...	...	...	...	...	21-1	20-3
<b>Mysore—</b>												
Mysore . . . . .	18-18	27-06	32-91	40-23	35-26	48-28	44-48	54-85	...	...	...	14-03
Bangalore . . . . .	12-75	19-6	30	54-87	36-25	50-54	48	54-88	...	...	16-87	24-5



(The figures represent prices per ten maunds in rupees and decimals of rupees.)

BAJRA.		BAJRI.		MAHLE.		GRAM.		ANNAH DAL.		GRI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Rajputana—
25	25	...	...	30	31.00	25	30.50	...	...	306	330.57	Eastern— Ajmere.
												Panjab—
20	21.25	...	...	14.30	20.94	15.18	25.75	40	57.5	305	340	Southern— Ferozpur.
19.19	22.19	...	...	14.04	22.34	19.37	25.62	31.35	50	320	320	Central— Lahore.
20	18.20	...	...	15.80	19.00	20.32	25	27.6	42.00	320	320	South-eastern— Delhi.
...	...	...	...	18.10	19.30	17.97	26.57	...	...	...	...	Submontane— Amritsar.
19.58	21.25	...	...	15.78	17.4	19.58	27.6	33.23	57.12	306.94	320	Northern— Hawalpindi.
17.4	23.30	...	...	18.93	24.22	21.04	30.21	...	...	336.56	320	Western— Multan.
												Sind and Baluchistan—
21.20	25.94	...	...	...	...	25.92	38.12	...	40	...	300	Kacchi.
10.58	...	...	...	...	...	21.37	29.38	...	...	306.12	312.5	Shikarpur.
...	...	...	...	22.5	30	...	...	40	...	320	320	Quetta.
												Bombay—
17.03	...	...	...	...	...	20.21	35.62	...	...	...	...	Deccan—
20.31	29.01	...	...	...	...	20.06	26.7	22.29	...	...	...	Dharwar, Sholapur, Poona.
...	...	...	...	...	...	25.12	...	...	...	...	...	Khandesh— Ahmadnagar, Dhule.
23.71	37.4	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat, Ahmedabad.
												Central Provinces—
...	...	...	...	...	...	20	26	30	25	330.31	320	Western— Nagpur.
...	...	...	...	...	...	16.69	23.5	...	...	330	255	Central— Jubbulpore.
...	...	...	...	...	...	16	26	...	...	330	235	Eastern— Raipur.
												Berar—
20	40	...	...	...	...	25	30.75	25	40	330	320	Bánu.
15.36	27.5	...	...	...	...	25	30	35	23.50	200	300	Ellichpur. Amruti.
												Madras—
18.0	31.2	...	...	...	...	31.3	45.1	...	...	330.4	400	South, central— Cumbalora, Salem.
...	...	17.6	24.2	...	...	...	...	23.1	30.3	299.7	326.1	
17.2	33.5	...	...	...	...	34.7	60	18.8	...	331.2	330.4	Central— Bellary, Cuddapah, Karnul.
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	17.1	26.7	...	...	...	...	20.4	30.4	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	36.7	56.8	...	...	279.8	329.1	East Coast, south— Madras, Tanjore, Trichinopoly.
...	...	17.6	30	...	...	...	...	...	...	...	...	
27.6	...	...	...	...	...	...	...	25.6	28.9	...	...	Southern— Madras.
												Mysore—
...	...	18.03	20.57	...	...	13.44	27.29	65.63	78.43	368.75	346.02	Mysore.
...	...	14	23.51	...	...	10.25	35.28	39.35	50.96	350.5	411.3	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF MARCH 1898 AND 1899—continued

Districts.	GGR.		SALT.		TOBACCO LEAF.		TURMERIC.		GIRASS.		STRAW.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	44-48	55-58	...	...	...	...	...	...	19	5	14	...
<b>Panjab—</b>												
Southern—												
Fatehgarh . . . . .	...	...	...	...	50	50	133-33	110	3-35	3-12	4-01	...
Central—												
Lahore . . . . .	...	...	...	...	53-25	57-18	330-37	133-07	3-02	10	4-01	...
South-eastern—												
Delhi . . . . .	...	...	...	...	50	50	133-07	114-27	7-27	6-37	10	...
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4-37	...
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133-33	97-5	5	5	5	...
Western—												
Multan . . . . .	...	...	...	...	100	100	153-25	123-33	5-31	3-07	5	...
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	120	...	105	...	...	...	...
Shikarpur . . . . .	35-03	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	33-31	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	46-35	53-18	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	56-37	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	30	32-50	60	60	120	110	...	...	...	...
Eastern—												
Bilaspur . . . . .	...	...	35	45	120	120	100	67	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bilichpur . . . . .	...	...	...	...	300	320	150	75-25	4	8	...	...
Amravati . . . . .	...	...	...	...	120	200	140	120	31(a)	19(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54-4	55-6	...	...	...	...	...	131-3	...	...	...	...
Salem . . . . .	...	...	...	...	124-1	137-6	68-5	58-2	...	...	...	...
Central—												
Bellary . . . . .	35-7	43-8	...	...	...	...	...	...	...	...	...	...
Chidambaram . . . . .	...	...	...	...	...	...	69-1	65-7	...	...	...	...
Karnul . . . . .	...	...	...	...	26-5	43-7	...	92-3	...	...	...	...
East Coast, central—												
Kolleru . . . . .	...	...	...	...	...	...	...	...	...	...	29	...
East Coast, south—												
Madras . . . . .	47-7	48-4	...	...	130-9	131-7	85-6	37-0	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Tellichopoly . . . . .	...	...	...	...	118-0	118-3	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106-3	116-8	...	...	...	...	4-5	...
<b>Mysore—</b>												
Mysore . . . . .	60-35	63-53	...	...	374	374	133-45	101-38	10-71	10-71	7-13	...
Bangalore . . . . .	58-5	55-00	...	...	351	342-75	171-25	65-60	9	3-5	10	...

(a) Per 100 pulleys weighing on an average 150 lbs.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		URUZA.		SHEEP. PER SCORE.		GOATS. PER SCORE.		PLOWN BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
2-38	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer.
...	5	...	...	80	80	...	...	75	75	Panjab— Southern— Ferozepur.
...	...	...	...	100	...	...	...	112-5	105	Central— Lahore.
10	5	...	...	80	80	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
4-01	8-15	...	...	80	80	...	...	80	80	Northern— Rawalpindi.
7-08	4-01	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Hind and Baluchistan— Karachi. Shikarpur.
...	...	7-5	10	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Kanara— Ahmednagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	80	80	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	35	...	...	42	25	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Banda. Ellichpur. Amrathi.
3	2	...	...	50	50	...	...	80	80	Madras— South, central— Coimbatore. Salem.
3(a)	12(a)	...	...	35	50	...	...	80	80	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	Central— Bellary. Chidambaram. Karnal.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	...	...	Southern— Madras.
...	...	...	...	...	...	...	...	40	41	Mysore— Mysore. Bangalore.
...	...	...	...	...	...	...	...	...	...	

(a) Per 100 pulles weighing on an average 743 lbs.

J. E. O'CONOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
April 21, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF MARCH 1899. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR SODIUM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Burma--</b>												
<i>Trincornis--</i>												
Mergui . . . . .					10 10	10 10	11 5	11 5				
Tavoy . . . . .					13 7	13 7	13 13	13 13				
Moulmein and Amherst . . . . .	7 —	7 —			10 8	10 8	12 3	12 3				
<i>Pegu (deltaic)--</i>												
Pegu . . . . .					10 2	10 2	14 3	14 3				
Bungoon . . . . .	10 2	10 —			11 —	10 14	14 2	14 —				
Thongwa . . . . .					11 2	11 2	11 15	11 15				
Bhamo . . . . .					11 14	11 14	13 9	13 9				
<i>Pegu (inland)--</i>												
Tharawadi . . . . .					11 11	11 11	14 —	14 —				
Honsada . . . . .					9 5	8 5	10 5	11 3				
Xromu . . . . .					10 5	9 13	13 4	13 4				
Tongoo . . . . .					11 3	11 3	12 6	12 6				
Tharyimayo . . . . .	12 18	15 6			10 12	10 12	13 12	13 12	32 10	32 10		
<i>Upper Burma--</i>												
Mandalay . . . . .	12 3	12 14			12 —	11 9	12 5	12 1				
Bhamo . . . . .					12 —	13 —	17 —	17 —				
Pakokku . . . . .					9 2	8 13	10 10	9 13	16 9	17 2		
Meiktila . . . . .					13 2	13 2	17 8	17 8				
<i>Arakan--</i>												
Bandoway . . . . .					16 12	16 2	21 —	21 —				
Kyaukpada . . . . .					11 12	12 1	12 12	13 1				
Akyab . . . . .					13 —	14 —	16 —	16 —				
<b>Assam--</b>												
<i>Burma--</i>												
Sylhet . . . . .					17 8	14 8	19 4	16 —				
Cachar . . . . .	3 —	3 —			8 —	7 9	16 —	16 —				
<i>Hill tracts--</i>												
Khasi and Jaintia Hills . . . . .	5 14	5 8			5 4	5 4	7 8	7 4				
Garo Hills . . . . .					4 —	4 —	20 —	20 1				
Maidpur . . . . .					31 —	32 —	37 —	38 —				
<i>Brahmaputra--</i>												
Goalpara . . . . .	21 —	22 —			6 —	6 —	18 —	16 —				
Kamrup . . . . .	10 —	10 —			10 —	10 —	16 —	10 —				
Darrang . . . . .	9 —	8 —			11 —	11 —	13 —	14 —				
Nowgong . . . . .					5 12	5 12	14 —	14 —				
Bongaigaon . . . . .					6 —	6 8	13 —	13 —				
Lakhimpur . . . . .	5 —	5 —			6 8	6 —	14 —	14 —				
<b>Bengal--</b>												
<i>Eastern hill tracts--</i>												
Naga Hills . . . . .					5 —	5 —	12 —	12 —				
<i>Eastern--</i>												
Backerganj . . . . .					12 8	13 8	14 —	14 —				
Noakhali . . . . .					10 10	10 10	16 3	14 —				
Chittagong . . . . .					12 8	12 8	14 8	14 8				
Tippera . . . . .					10 —	10 —	18 8	18 14				
Imbha . . . . .	12 13	13 13	26 8	26 —	11 10	11 10	16 4	16 4				
Malmeetingh . . . . .	13 8	16 8	10 —	10 —	16 —	16 —	18 —	18 —				
<i>Dacca--</i>												
Khulna . . . . .					16 —	16 —	18 —	19 —				
<i>24 Parganas . . . . .</i>					10 —	8 14	14 14	14 5				
<i>Midnapur . . . . .</i>	16 —	16 —			12 —	12 —	16 —	16 4				
<i>Howrah . . . . .</i>					10 8	9 14 and 10 8	14 —	14 —				
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —			8 —	8 —	14 —	14 —				
Nadia (Krishnagarh) . . . . .	20 —	18 13	2 —		6 11	6 11	16 0	15 4				
Jessore . . . . .	18 —	12 —	86 —	12 —	18 —	12 12	19 —	19 —				
Faridpur . . . . .	16 —	18 9	20 —	20 —	8 —	8 —	20 —	21 —				



the number of mow (of 80 tolas) and chittacks sold for one rupee.)

MUSKA OR BAHI (Eleusine indica).		KANDU OR RAKUM, ITALIAN MILLET (Setaria italica).		GRAM, ONKHA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ASHAR, OR THUR, CANDAN PRA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	
...	...	...	...	4 8	6 9	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	9 5	0 5	...	...	7 —	7 —	16 14	18 12	Tenasserim—
...	...	...	...	...	...	...	...	...	...	14 —	14 —	Mergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Monimela and Amberet.
...	...	...	...	11 3	17 2	20 8	20 8	9 —	9 —	14 —	14 —	Pegu (deltaic)—
...	...	...	...	13 4	18 —	...	...	10 4	10 —	19 8	18 8	Paga.
...	...	...	...	...	...	...	...	...	...	16 2	16 2	Rangoon.
...	...	...	...	9 18	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassala.
...	...	...	...	8 8	6 8	...	...	...	...	11 4	14 4	Pegu (inland)—
...	...	...	...	12 7	...	...	...	5 11	5 11	10 —	10 —	Thawadi.
...	...	...	...	9 14	9 14	...	...	8 6	9 6	14 2	14 2	Hamada.
...	...	...	...	9 12	9 12	...	...	...	...	12 10	12 10	Proma.
...	...	...	...	16 —	16 —	37 9	37 9	10 7	9 3	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayemye.
...	...	...	...	18 12	20 4	...	40 4	9 7	9 8	16 11	16 11	Upper Burma—
...	...	...	...	6 8	6 8	...	...	6 8	6 9	9 —	9 —	Mandalay.
...	...	...	...	15 —	17 2	...	...	6 7	6 7	14 2	14 2	Bama.
...	...	...	...	17 8	17 8	56 14	56 14	5 —	5 —	14 4	14 4	Pakokko.
...	...	...	...	...	...	...	...	...	...	...	...	Mektila.
...	...	...	...	...	...	...	...	...	...	17 10	14 —	Arakan—
...	...	...	...	10 —	10 —	...	...	7 —	7 —	24 —	21 13	Sandoway.
...	...	...	...	...	...	...	...	...	...	10 —	10 —	Kyaukpada.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	14 8	14 8	...	...	11 4	11 4	10 5	10 5	Surma—
...	...	...	...	10 10	10 10	...	...	9 2	8 —	8 —	8 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	7 —	7 8	12 6	11 6	7 —	6 14	6 2	6 —	Hill tracts—
...	...	...	...	8 —	7 —	...	...	8 —	5 —	6 8	6 8	Khal and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	19 —	19 —	...	...	10 —	10 —	10 —	10 —	Brahmaputra—
...	...	...	...	15 —	15 —	...	...	11 —	11 —	10 —	10 —	Goolpara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nawang.
...	...	...	...	18 —	18 —	...	...	10 —	9 —	8 —	8 —	Silangar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	4 8	4 8	...	...	4 —	4 —	4 8	4 8	Bengal—
...	...	...	...	18 4	18 —	...	...	...	...	10 —	10 8	Eastern AGI tracts—
...	...	...	...	12 8	12 8	...	...	...	...	9 —	9 —	Naga Hills.
...	...	...	...	12 8	12 8	...	...	8 8	9 —	10 8	10 8	Eastern—
...	...	...	...	16 —	16 —	...	...	11 12	14 —	10 —	10 —	Bankarganj.
...	...	...	...	8 —	8 —	...	...	10 8	10 8	9 8	9 8	Noakhali.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	10 —	10 —	Chittagong.
...	...	...	...	16 15	16 4	...	...	14 4	13 14	11 —	10 10	Tippera.
...	...	...	...	16 4	16 —	...	...	12 —	12 —	10 8	10 8	Dacca.
...	...	...	...	16 —	16 —	...	...	12 8	12 8	10 8	10 8	Mainamangh.
...	...	...	...	16 —	16 —	...	...	11 6	11 6	10 —	10 —	Deltic—
...	...	...	...	16 —	16 —	26 —	26 —	11 —	11 —	10 8	10 8	Khalna.
...	...	...	...	22 1	22 10	...	...	12 5	12 5	11 7	11 7	24-Parganas.
...	...	...	...	16 8	16 8	...	...	12 —	12 12	10 —	9 9	Mirdasapur.
...	...	...	...	23 —	23 —	...	...	8 —	8 —	10 —	10 —	Howrah.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	...	...	Hooghly.
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Krishnagarh).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR KUNRU (Pennisetia spicata).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Bengal—continued.</b>												
Central—												
Bankura . . . . .	15 —	13 12	—	—	13 4	13 4	20 —	18 12	—	—	—	—
Bardham . . . . .	16 8	16 8	—	—	15 —	15 —	17 —	17 —	—	—	—	—
Birbhum . . . . .	15 —	13 8	—	—	15 —	15 —	16 —	16 —	—	—	—	—
Murshidabad . . . . .	20 —	19 —	22 —	22 —	14 —	14 —	16 8	16 —	—	—	—	—
Santal Parganas . . . . .	12 8	13 8	20 —	20 —	12 8	12 —	20 —	20 —	—	—	—	—
Pabna . . . . .	16 8	16 8	22 8	22 8	7 —	7 —	16 12	16 12	—	—	—	—
Bogra . . . . .	16 8	16 8	—	—	15 —	15 —	22 8	22 8	—	—	—	—
Majshahi . . . . .	22 8	20 —	21 4	20 —	12 —	12 —	16 12	16 —	—	—	—	—
Malda . . . . .	—	16 —	—	—	9 —	10 —	19 —	19 —	—	20 —	—	—
Northern—												
Bangpur . . . . .	12 —	12 —	—	—	9 —	10 —	18 —	18 —	—	—	—	—
Dinajpur . . . . .	16 —	16 —	16 —	16 —	15 10	14 6	21 10	21 —	—	—	—	—
Jaipalguri . . . . .	12 —	12 —	—	—	5 —	5 —	16 —	16 —	—	—	—	—
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	16 —	16 —	—	—	—	—
Orissa—												
Puri . . . . .	10 8	10 8	—	—	7 14	7 12	18 8	17 2	—	—	—	—
Cuttack . . . . .	12 8	12 2	—	—	10 8	10 8	16 6	15 12	—	—	—	—
Balasore . . . . .	16 —	16 —	11 —	11 —	14 —	14 —	17 —	17 —	—	—	—	—
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	—	—	16 —	16 —	20 —	20 —	—	—	—	—
Manbhum . . . . .	14 —	12 —	20 —	20 —	14 —	14 6	22 —	22 —	24 —	—	—	—
Loahardaga . . . . .	8 —	8 —	22 —	18 —	8 —	8 —	14 —	20 —	20 —	—	—	—
Palaman . . . . .	15 —	13 —	20 6	20 6	14 —	14 —	16 8	16 8	20 4	—	—	—
Hasaribagh . . . . .	14 —	13 4	20 —	22 8	8 —	8 —	18 —	18 —	—	—	—	—
Bihar, south—												
Monghyr . . . . .	16 —	15 12	24 —	—	10 —	11 0	14 8	14 14	—	—	—	—
Gaya . . . . .	18 —	18 —	25 —	25 —	10 —	11 —	16 —	17 —	21 —	27 —	—	—
Patna . . . . .	20 —	19 —	20 —	23 —	15 —	14 —	21 8	21 —	26 —	30 —	—	—
Shahabad . . . . .	17 —	16 —	24 —	24 —	9 —	10 —	15 —	14 —	—	—	—	—
and	16 —	17 —	—	—	—	—	18 —	17 —	—	—	—	—
Bihar, north—												
Farruk . . . . .	16 —	16 —	—	—	15 —	16 —	16 8	19 —	—	—	—	—
Bhagalpur . . . . .	17 12	17 10	20 8	20 4	15 14	15 14	17 —	17 10	—	—	—	—
Darbhanga . . . . .	14 —	13 —	25 8	25 —	9 —	9 8	13 —	15 —	—	—	—	—
Muzaffarpur . . . . .	16 —	16 —	20 —	20 —	8 —	8 —	14 —	14 —	—	—	—	—
Baran . . . . .	17 —	17 —	20 —	20 —	10 —	11 —	15 8	16 4	—	—	—	—
Champaran . . . . .	15 8	16 —	—	—	8 8	8 8	13 8	15 8	—	—	—	—
<b>M.-W. Provinces—</b>												
Sahar—												
Mirzapur . . . . .	18 8	14 8	28 —	24 —	11 —	11 —	15 —	15 —	24 8	24 —	22 —	21 —
Benares . . . . .	12 7	15 8	24 —	22 1	8 6	8 24	13 9	12 13	24 8	24 5	22 —	21 12
Ghazipur . . . . .	15 14	16 10	20 14	22 8	7 10	7 4	13 —	13 14	20 4	20 2	20 4	20 6
Jaunpur . . . . .	16 6	10 8	28 —	26 —	7 —	7 —	14 8	15 8	—	—	—	—
Allahabad . . . . .	14 8	14 4	22 —	22 —	9 —	9 —	11 12	13 8	23 —	22 —	21 8	18 8
Central—												
Banda . . . . .	16 —	15 —	25 —	27 —	8 3	8 8	13 12	14 12	24 —	24 —	25 8	24 —
Fatehpur . . . . .	16 —	15 8	24 8	24 —	8 —	8 —	14 —	15 —	25 —	24 —	25 8	24 —
Hamirpur . . . . .	16 8	15 8	25 8	25 4	8 —	7 12	12 —	12 15	25 4	25 4	25 4	25 4
Jaunpur . . . . .	16 —	15 —	26 —	24 —	8 —	8 —	12 —	12 —	26 —	25 —	25 —	25 —
Cawnpore . . . . .	18 —	16 8	27 —	26 —	—	—	18 4	18 4	26 —	26 —	25 8	25 8
Shamli . . . . .	16 —	15 —	26 8	26 12	7 12	7 12	12 4	12 4	26 —	26 —	25 8	25 8
Kanwar . . . . .	16 —	16 12	25 —	23 8	5 —	5 —	13 —	13 —	26 —	26 4	25 —	24 12
Farrukhabad . . . . .	12 8	12 8	20 —	20 —	4 12	4 12	14 5	14 5	23 10	23 14	27 4	27 4
Mainpuri . . . . .	19 12	19 4	22 8	22 8	—	—	11 —	11 —	29 8	25 8	24 8	24 8
Etah . . . . .	19 8	18 4	23 8	22 8	4 5	4 8	12 —	13 8	20 8	27 8	—	25 8
Western—												
Morad . . . . .	16 8	15 8	23 —	21 —	5 —	5 —	12 —	12 —	22 —	24 —	21 —	21 —
Agra . . . . .	16 8	16 8	20 —	20 —	8 —	8 —	12 —	12 —	25 —	24 —	23 —	23 —
Muttra . . . . .	17 4	16 12	23 12	22 4	7 8	7 4	14 2	13 12	25 8	26 4	23 2	23 10
Aligarh . . . . .	17 —	17 —	20 —	20 —	5 6	5 —	—	—	27 —	26 —	23 —	23 —
Bundelkhand . . . . .	19 —	17 —	22 —	22 —	4 —	4 —	12 —	12 —	29 —	24 4	25 —	25 —
Sub-montane, east—												
Bellari . . . . .	16 4	17 —	24 —	23 —	8 —	8 8	15 —	14 —	23 —	24 —	20 —	20 —
Azamgarh . . . . .	16 —	16 8	24 5	23 4	4 7	4 7	14 8	16 12	25 1	25 1	—	—
Gorakhpur . . . . .	18 14	18 —	20 8	20 8	15 10	15 8	14 7	15 8	27 —	26 12	23 8	22 8
Basti . . . . .	19 12	18 8	23 —	25 —	11 4	15 —	15 8	15 —	—	—	—	—



represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MADRAS DE 2401 (Bengal and Ceylon 1898).		KANGRI OR KANGRI, ITALIAN MILLET (Kangri Millet).		GRAM, CHEMNA, CHOLA, KADALAY OR KUNAGA (Clear grain).		MAIZE (Zea Mays).		ARAB, OR TRUR, GADJAN PES (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	15	15	...	...	12	12	10	10	Bengal—continued.
...	...	...	...	21 8	21 8	...	...	14	14	12 4	12 4	Central—
...	...	...	...	20	18	...	...	13 8	13 8	10 8	10 8	Baukure.
...	...	...	...	29	28	...	...	18	17	11 4	11 4	Bardwan.
...	...	...	...	22	21	30	30	25	23	10	10	Birbhum.
...	...	...	...	16 8	16 8	...	...	13 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	16 8	16 8	...	...	9 12	9 12	9 12	9 12	Santhal Parganas.
...	...	...	...	28 4	28 8	...	...	28 4	30	9 12	9 12	Palna.
...	...	...	...	23	22	...	...	14	14	10	10	Bogra.
...	...	...	...	19	20	21	24	9	10	9	10	Rajshahi.
...	...	...	...	18	19	...	...	13	13	10 10	10 10	Maldah.
...	...	...	...	17	17	...	...	12	12	10	10	and
14	14	...	...	11	11	24	24	8	8	8	8	10
...	...	...	...	15 8	15	...	...	7 14	7 14	13 4	13	Northern—
...	...	...	...	18 6	18 6	...	...	21	21	10 12	10 12	Rangpur.
...	...	...	...	16	14	...	...	11	11	11 4	11 4	Dinajpur.
...	...	...	...	9	9	...	...	10	10	7	7	Jalpaiguri.
...	...	...	...	18 8	20	...	...	18	18	10	10	Hills—
...	...	...	...	19	20	...	...	11	11	9 8	9 8	Darjeeling.
...	...	...	...	20	21	...	...	14	13	9	9	Orissa—
33 13	30 6	...	...	23 10	23 4	38	29	16 14	18	9	9	Puri.
36	28	...	...	23 8	22	22 8	22 8	12 4	20	8	8	Cuttack.
...	...	...	...	22	21 8	25	25 8	20	15	10	10	Balasore.
...	...	...	...	27	26	...	...	18	18	10	10	Chota-Nagpur—
...	...	...	...	25	24	...	...	20	19	10	10	Singbhum.
...	...	...	...	25	24	...	...	20	19	10	10	Manbhum.
...	...	...	...	25	24	...	...	20	19	10	10	Lohardaga.
...	...	...	...	25	24	...	...	20	19	10	10	Falgun.
...	...	...	...	25	24	...	...	20	19	10	10	Hazaribagh.
...	...	...	...	25	24	...	...	20	19	10	10	Bihar, south—
...	...	...	...	25	24	...	...	20	19	10	10	Munghyr.
...	...	...	...	25	24	...	...	20	19	10	10	Gaya.
...	...	...	...	25	24	...	...	20	19	10	10	Patna.
...	...	...	...	25	24	...	...	20	19	10	10	Shahabad.
...	...	...	...	25	24	...	...	20	19	10	10	Bihar, north—
...	...	...	...	25	24	...	...	20	19	10	10	Patna.
...	...	...	...	25	24	...	...	20	19	10	10	Bhagalpur.
...	...	...	...	25	24	...	...	20	19	10	10	Darbhanga.
...	...	...	...	25	24	...	...	20	19	10	10	Muzaffarpur.
...	...	...	...	25	24	...	...	20	19	10	10	Baran.
...	...	...	...	25	24	...	...	20	19	10	10	Champaran.
...	...	...	...	25	24	...	...	20	19	10	10	N.W. Provinces—
...	...	...	...	25	24	...	...	20	19	10	10	Eastern—
...	...	...	...	25	24	...	...	20	19	10	10	Mirzapur.
...	...	...	...	25	24	...	...	20	19	10	10	Bondar.
...	...	...	...	25	24	...	...	20	19	10	10	Ghazipur.
...	...	...	...	25	24	...	...	20	19	10	10	Jaunpur.
...	...	...	...	25	24	...	...	20	19	10	10	Allahabad.
...	...	...	...	25	24	...	...	20	19	10	10	Central—
...	...	...	...	25	24	...	...	20	19	10	10	Banda.
...	...	...	...	25	24	...	...	20	19	10	10	Fatehpur.
...	...	...	...	25	24	...	...	20	19	10	10	Hamirpur.
...	...	...	...	25	24	...	...	20	19	10	10	Jalain.
...	...	...	...	25	24	...	...	20	19	10	10	Cawnpore.
...	...	...	...	25	24	...	...	20	19	10	10	Jhansi.
...	...	...	...	25	24	...	...	20	19	10	10	Katwa.
...	...	...	...	25	24	...	...	20	19	10	10	Farukhabad.
...	...	...	...	25	24	...	...	20	19	10	10	Meerut.
...	...	...	...	25	24	...	...	20	19	10	10	Aligarh.
...	...	...	...	25	24	...	...	20	19	10	10	Bulandshahr.
...	...	...	...	25	24	...	...	20	19	10	10	Submontane, east—
...	...	...	...	25	24	...	...	20	19	10	10	Balla.
...	...	...	...	25	24	...	...	20	19	10	10	Amroha.
...	...	...	...	25	24	...	...	20	19	10	10	Dehra Dun.
...	...	...	...	25	24	...	...	20	19	10	10	Roorkee.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The figures)

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUM (Sorghum only).		BAHRA OR CHHUR (Panicum spicatum).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	19 —	18 —	32 —	31 —	10 4	11 —	14 8	14 8	—	—	25 —	25 —
Budaun . . . . .	17 4 1/2	17 2	29 — 1/2	31 —	8 —	8 —	14 —	14 —	30 —	26 —	25 —	25 —
Pilibet . . . . .	17 4	17 4	28 —	28 —	5 4	5 4	16 4	16 4	26 —	26 —	22 —	22 8
Baroli . . . . .	16 8	16 14	20 14	26 14	6 14	5 —	11 11	11 14	26 4	26 4	25 2	23 14
Moradabad . . . . .	17 12	17 1	28 8	28 8	5 4	5 4	13 4	13 4	26 —	24 —	22 —	22 —
Bijnor . . . . .	16 14	16 5	30 6	37 —	4 8	4 8	11 13	12 8	—	—	20 4	—
<i>Mountain—</i>												
Muzaffarnagar . . . . .	18 4	17 15	23 2	23 2	—	—	12 2	13 1	—	22 8	—	—
Shahjahanpur . . . . .	18 12	17 11	26 8	26 8	4 13	4 13	11 4	11 4	22 9	23 10	23 10	23 10
Dehra-Dun . . . . .	16 6	17 13	23 —	30 —	7 —	7 4	12 8	12 12	18 —	21 8	20 6	22 9
<i>Doon—</i>												
Naini Tal . . . . .	18 —	18 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	11 8	11 8	17 —	17 —	5 —	5 —	11 —	11 —	—	—	—	—
Gorhwal . . . . .	19 —	19 —	19 —	19 —	6 —	6 —	10 —	10 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Parliabgarh . . . . .	20 —	16 8	30 —	29 —	—	—	14 8	14 8	24 —	26 —	24 —	24 6
Sultanpur . . . . .	18 —	18 6	23 —	23 —	—	—	18 —	18 —	24 —	24 —	21 —	20 —
Rae-Bareilly . . . . .	10 11	19 —	29 —	25 —	5 —	5 —	18 —	15 8	23 —	23 —	23 —	23 —
Unao . . . . .	16 8	17 —	23 —	23 —	8 —	8 —	14 —	14 —	24 —	24 —	22 8	22 8
Lucknow . . . . .	18 4	17 4	30 —	29 —	5 8	5 4	13 8	14 —	29 —	28 8	26 —	25 —
Hardoi . . . . .	19 8	18 —	34 —	29 —	—	—	16 —	16 —	25 —	25 —	30 —	28 —
<i>Northern—</i>												
Fyzabad . . . . .	17 11	17 —	26 —	26 —	13 —	12 —	14 8	14 8	29 8	29 8	22 8	22 8
Barabanki . . . . .	20 —	16 8	—	24 —	—	—	14 —	13 —	22 —	23 —	23 —	24 —
Gonda . . . . .	18 4	18 2	32 —	32 —	—	—	16 4	15 10	32 6	30 8	26 —	26 —
Bahraich . . . . .	19 —	18 —	31 —	35 —	7 —	8 —	16 —	16 —	33 —	33 —	28 —	28 —
Sitapur . . . . .	20 —	17 8	33 —	30 —	5 —	5 —	14 —	14 8	28 8	28 8	27 —	26 —
Kheri . . . . .	19 8	18 —	36 —	33 —	5 —	5 —	16 8	16 —	40 —	38 —	—	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Parliabgarh . . . . .	20 5	18 12	31 4	—	7 13	7 —	14 1	13 8	37 8	37 8	18 12	18 12
Hansi . . . . .	14 8	14 1	12 8	13 12	5 —	5 10	12 8	13 2	—	—	16 12	16 12
Mewar (Udaipur) . . . . .	14 7	14 13	20 5	21 7	8 9	8 9	8 6	9 6	27 5	28 14	15 13	14 13
Hilly Tracts of Mewar (Dungarpur) . . . . .	17 —	17 —	24 —	20 —	7 8	8 —	11 8	11 —	—	—	—	—
Surat . . . . .	12 —	12 —	20 —	20 —	5 8	5 8	7 —	7 —	13 —	13 —	14 —	14 —
Erinpura . . . . .	14 8	14 8	21 14	21 14	6 10	6 10	9 2	9 2	20 4	20 4	16 11	16 11
Ajmere . . . . .	13 8	13 13	15 —	19 —	6 3	6 3	9 2	9 2	20 8	21 5	17 2	18 5
Abu . . . . .	13 4 1/2	12 4 1/2	17 14	18 5	5 11	5 9	7 10	7 11	—	—	14 8	14 10
Kishangarh . . . . .	13 4	13 4	17 12	17 12	5 8	5 —	6 8	7 —	19 8	19 8	17 12	18 —
Bandi . . . . .	10 3	10 3	25 8	25 8	6 8	7 12	7 8	7 8	27 8	28 8	16 8	16 8
Kotah . . . . .	10 8	10 4	30 —	31 8	7 4	7 4	8 —	8 —	32 8	32 8	20 —	20 —
Jhalawar . . . . .	15 12	15 15	34 10	37 7	7 11	7 13	12 3	12 24	34 8	34 8	20 6	20 10
Tonk . . . . .	14 —	14 12	31 —	30 12	5 —	4 —	7 —	7 —	20 13	20 13	18 —	18 —
Jaipur . . . . .	11 12	12 —	19 —	18 —	4 4	4 4	6 8	6 8	18 6	19 8	16 4	17 8
Keroli . . . . .	15 —	15 10	23 5	23 2	9 1	10 —	9 11	11 4	27 2	27 8	23 12	23 12
Dholpur . . . . .	15 7 1/2	15 3	25 5	25 5	9 3	9 3	10 2	10 2	26 3	26 7	26 3	26 4
Bharatpur . . . . .	15 15	15 7	27 6	26 7	5 —	5 —	8 —	8 —	26 10	26 7	25 —	25 11
Alwar . . . . .	14 14	15 10	22 4	22 1	5 12	5 12	9 4	9 4	23 9	23 4	20 11	21 5
Doon Cantonment . . . . .	15 4	15 11	21 9	22 8	4 —	4 —	6 —	6 —	23 8	23 15	18 —	18 —
Nagarkot Cantonment . . . . .	13 8	14 —	—	—	7 —	7 —	10 —	10 —	22 6	22 8	15 4	14 10
Balmer . . . . .	13 9 1/2	13 —	—	—	5 —	5 8	7 —	7 8	17 —	—	—	—
Anand . . . . .	14 5	14 6	—	—	6 8	6 4	7 8	7 8	—	—	—	—
Shahpura . . . . .	14 —	14 —	19 —	19 —	7 —	7 —	10 —	10 —	23 —	23 —	18 —	18 —
<i>Western—</i>												
Jodhpur . . . . .	12 13	13 —	17 8	17 8	6 15	7 —	5 6	8 7	17 10 1/2	18 —	16 4	15 —
Jaisalmer . . . . .	13 7	13 8	—	—	6 —	6 —	10 —	10 —	16 —	15 8	18 8	19 3
Bikaner . . . . .	10 —	10 6	16 —	19 —	6 —	6 —	10 —	10 —	16 —	15 8	18 8	19 3
<b>Central India—</b>												
Indore . . . . .	13 —	12 8	18 4	19 —	8 4	8 4	9 4	9 4	27 —	27 —	23 —	22 —
Nimach Cantonment . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	26 —	22 —	22 —
Gwalior . . . . .	9 11	10 1	19 2	19 2	5 13 1/2	5 13 1/2	6 10 1/2	6 14 1/2	19 10 1/2	19 10 1/2	17 4 1/2	17 4 1/2
<b>Punjab—</b>												
<i>Southern—</i>												
Hissar . . . . .	17 —	17 —	28 —	27 —	—	—	10 —	10 —	20 —	19 —	16 —	15 —
Fatehpur . . . . .	17 —	18 —	27 —	27 —	—	—	10 —	10 —	20 —	19 —	16 —	15 —
<i>Central—</i>												
Lahore . . . . .	16 —	17 —	33 —	34 —	—	—	12 —	11 —	20 —	21 —	21 —	22 —
Gujranwala . . . . .	17 —	17 —	32 —	32 —	—	—	13 —	13 —	20 —	21 —	21 —	22 —
Gujrat . . . . .	17 —	17 —	32 —	32 —	—	—	11 —	11 —	20 —	21 —	21 —	22 —
Jhelum . . . . .	17 —	17 —	32 —	32 —	—	—	12 —	12 —	25 —	25 —	21 —	21 —



represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MADRAS OR SARAI (Elae- gine curvica).		KANNI OR KAKUM, ITAGIAN MILLET (Scleria italica).		GRAM, CHENNA, OHOLA, RADALAY OR RUDAGA (Uncer- tained).		MAIZE (Zea Mays).		ANNAR, OR THOR, CADJAN PEA (Cajanus indicus).		BALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	22 8	21 --	...	...	18 4	18 --	11 4	11 4	N.-W. Provinces—contd.
...	...	16 --	16 --	22 --	22 --	34 --	34 --	18 --	18 --	10 12	10 12	Shamshahnagar.
...	...	...	...	23 8	22 --	31 --	31 --	17 --	17 --	11 --	11 --	Bodwan.
...	...	21 4	17 6	17 18	19 6	31 4	31 --	18 13	18 --	10 --	10 10	Pilibit.
...	...	18 --	18 --	17 8	18 12	32 8	32 8	15 --	15 --	11 --	11 --	Burai.
...	...	...	...	17 2	17 7	28 2	14 12	13 8	14 10	11 2	11 2	Moradabad.
...	...	...	...	18 11	18 7	...	...	...	...	...	...	Bijnor.
...	...	...	...	18 9	19 9	27 11	24 13	14 5	14 5	11 4	11 4	Muzaffarnagar.
23 13	26 14	23 10	25 13	17 8	18 7	26 6	29 --	13 15	13 15	11 4	11 4	Behrampur.
26 8	27 8	...	...	...	...	...	...	16 --	15 --	10 8	10 8	Dabra-Dan.
...	...	...	...	19 8	18 8	...	...	10 --	8 --	8 --	8 --	Hills—
17 --	17 8	...	...	12 8	13 --	...	...	11 3	11 3	8 8	8 8	Naini Tal.
...	...	...	...	8 --	8 --	...	...	6 --	6 --	4 --	4 --	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal.
...	...	...	...	22 --	21 --	...	...	17 8	17 8	11 --	11 --	Oudh—
...	...	...	...	24 --	23 --	26 --	24 --	17 --	17 --	10 13	11 --	Southern—
23 --	23 --	25 --	24 --	22 --	20 --	25 --	25 --	14 --	15 --	11 --	11 --	Partabgarh.
...	...	...	...	22 --	20 --	25 --	25 --	13 --	17 --	11 --	11 --	Saltanpur.
...	...	25 --	25 --	21 --	20 8	30 --	30 --	18 8	18 --	11 --	11 --	Rag-Bareil.
...	...	...	...	23 --	23 --	...	...	22 --	18 --	10 8	10 8	Unao.
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
...	...	22 --	22 --	21 --	21 --	23 --	19 --	18 --	18 --	11 --	11 --	Hardoi.
...	...	...	...	20 --	19 --	26 --	25 --	18 --	18 8	11 --	11 --	Northern—
...	...	12 --	12 --	23 8	23 8	29 8	29 8	18 8	18 4	10 8	10 10	Fyzabad.
46 --	46 5	17 --	17 --	26 --	25 --	25 --	25 --	21 --	21 --	10 8	10 8	Barabanki.
...	...	...	...	25 --	23 --	25 --	25 --	20 --	21 --	11 --	11 --	Orda.
...	...	...	...	24 --	22 8	28 --	26 --	28 --	22 --	11 --	11 --	Bahraich.
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur.
...	...	...	...	...	...	...	...	...	...	...	...	Khori.
...	...	...	...	28 8	26 4	30 1	30 1	35 9	15 10	19 1	19 2	Rajputana—
...	...	28 12	25 10	32 8	32 12	...	...	...	...	7 13	7 13	Southern—
...	...	18 4	18 4	14 7	14 13	25 12	27 11	11 11	11 11	10 5	10 5	Partabgarh.
...	...	...	...	...	...	...	...	...	...	...	...	Banswara.
...	...	15 --	16 --	22 8	24 --	34 --	35 --	...	...	10 8	10 8	Morwar (Udaipur).
...	...	...	...	14 --	14 --	21 --	21 --	...	...	12 --	12 --	Hilly Tracts of Morwar
...	...	...	...	18 10	18 10	...	...	...	...	12 4	12 4	(Dunargarh).
...	...	8 4	9 8	16 8	16 13	21 24	21 24	10 44	10 44	13 8	13 8	Sirohi.
...	...	...	...	13 14	16 8	20 7	20 8	10 10	11 10	11 --	11 --	Erinpara.
...	...	...	...	16 8	16 8	19 8	19 12	...	...	12 12	12 12	Almora.
...	...	...	...	19 10	19 10	23 10	24 9	...	...	10 8	10 8	Abu.
...	...	...	...	23 8	23 4	23 --	23 8	10 --	10 --	10 4	10 4	Kishongarh.
...	...	25 --	26 0	20 15	18 9	42 --	42 10	10 15	10 12	10 14	10 1	Bundi.
...	...	...	...	17 --	16 11	24 8	...	...	...	10 --	10 4	Kotah.
...	...	21 --	21 --	16 8	14 8	19 --	19 9	20 --	20 --	12 --	12 --	Jhallowar.
...	...	23 14	23 12	20 13	23 12	...	...	19 8	22 8	11 4	11 4	Tonk.
...	...	20 13	21 4	22 5	22 15	...	...	14 6	16 5	11 8	11 8	Jaipur.
...	...	26 13	26 13	20 9	20 13	30 --	27 4	13 10	13 11	11 12	11 12	Kerani.
...	...	14 --	14 --	18 14	18 12	21 5	22 4	24 --	24 --	12 8	12 8	Dholpur.
...	...	...	...	...	...	...	...	...	...	12 --	12 --	Bharatpur.
...	...	...	...	18 --	17 --	...	...	12 8	12 8	13 --	13 --	Alwar.
...	...	...	...	12 --	9 12	17 7	...	10 --	...	14 3	12 --	Deoli Cantonment.
...	...	...	...	16 --	16 2	21 6	21 8	8 12	8 6	12 --	12 --	Nasirabad Cantonment.
...	...	...	...	14 --	14 --	23 --	22 --	...	...	11 --	11 --	Balmer.
...	...	...	...	...	...	...	...	...	...	...	...	Anadra.
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura.
...	...	...	...	14 4	14 6	18 6	18 1	9 11	9 13	13 11	13 11	Western—
...	...	...	...	19 --	19 --	...	...	...	...	21 --	21 --	Jodhpur.
...	...	...	...	16 --	10 8	...	...	10 --	10 --	12 --	12 --	Jaisalmer.
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner.
...	...	...	...	18 8	19 4	32 --	32 --	14 --	14 8	11 --	11 --	Central India—
...	...	...	...	17 8	17 8	...	...	11 8	11 12	12 --	12 --	Indra.
...	...	8 8	31 14	18 7	18 7	34 23	24 7	9 9	8 --	7 13	8 3	Nimach Cantonment.
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior.
...	...	14 --	16 --	22 --	21 --	26 --	25 --	19 --	11 --	11 --	11 --	Punjab—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	30 --	20 --	20 --	20 --	26 --	27 --	12 --	13 --	13 2	12 12	Hissar.
...	...	19 --	8 --	20 --	21 --	24 --	24 --	...	...	13 8	13 8	Ferozpur.
...	...	...	...	20 --	20 --	25 --	25 --	...	...	13 --	13 --	Central—
...	...	...	...	19 --	19 --	24 --	24 --	7 --	7 --	13 8	13 8	Lahore.
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala.
...	...	...	...	...	...	...	...	...	...	...	...	Muzrat.
...	...	...	...	...	...	...	...	...	...	...	...	Sholara.

\* Not sold.

† Not produced.

‡ Not procurable.

§ Hushed.

|| Unshaded.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The Square)

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR Cumbu (Pennisetia typhala).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
South-eastern—												
Gurgaon . . . . .	16 —	16 —	25 —	24 —	—	—	16 —	16 —	22 —	22 —	20 —	19 —
Delhi . . . . .	16 —	16 —	24 —	24 —	—	—	12 —	12 —	22 —	22 —	20 —	20 —
Hoshiarpur . . . . .	16 —	16 —	23 —	23 —	—	—	12 —	12 —	21 —	21 —	20 —	20 —
Karnal . . . . .	18 —	18 —	30 —	29 —	—	—	16 —	16 —	25 —	25 —	20 —	20 —
Submontane—												
Amritsar . . . . .	19 —	18 —	24 —	25 —	—	—	10 —	12 —	26 —	26 —	23 —	23 —
Ludhiana . . . . .	20 —	20 —	28 —	27 —	—	—	10 —	10 —	23 —	24 —	21 —	21 —
Jalandhar . . . . .	20 —	21 —	27 —	27 —	—	—	11 —	11 —	24 —	24 —	21 —	21 —
Hoshiarpur . . . . .	20 —	21 —	27 —	27 —	—	—	12 —	12 —	23 —	23 —	21 —	21 —
Gurgaon . . . . .	20 —	22 —	28 —	29 —	—	—	12 —	12 —	24 —	24 —	21 —	21 —
Amritsar . . . . .	18 —	18 —	24 —	25 —	—	—	11 —	11 —	20 —	22 —	22 —	22 —
Bialkot . . . . .	17 —	17 —	30 —	31 —	—	—	14 —	14 —	28 —	27 —	22 —	22 —
Hills—												
Shimla . . . . .	14 —	15 —	20 —	21 —	—	—	10 —	10 —	21 —	23 —	15 —	16 —
Kangra . . . . .	19 —	18 —	26 —	26 —	—	—	16 —	16 —	—	—	—	—
Northern—												
Rawalpindi . . . . .	16 —	16 —	26 —	26 —	—	—	10 —	10 —	31 —	29 —	20 —	20 —
Hazara . . . . .	17 —	18 —	29 —	30 —	—	—	12 —	12 —	26 —	26 —	20 —	20 —
Peshawar . . . . .	15 —	16 —	29 —	29 —	—	—	10 —	10 —	22 —	23 —	18 —	18 —
Kohat . . . . .	16 —	16 —	27 —	27 —	—	—	12 —	12 —	—	—	—	—
Bannu . . . . .	22 —	21 —	33 —	33 —	—	—	14 —	14 —	45 —	41 —	24 —	24 —
Western—												
Shikhar . . . . .	18 —	18 —	24 —	24 —	—	—	10 —	10 —	34 —	32 —	21 —	21 —
Jhang . . . . .	18 —	18 —	25 —	25 —	—	—	12 —	12 —	30 —	28 —	25 —	25 —
Multan . . . . .	16 —	16 —	25 —	25 —	—	—	16 —	16 —	25 —	25 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	—	—	12 —	12 —	29 —	29 —	23 —	23 —
Dera Ismail Khan . . . . .	19 —	19 —	25 —	25 —	—	—	9 —	9 —	24 —	25 —	23 —	23 —
Muzaffargarh . . . . .	17 —	17 —	22 —	22 —	—	—	15 —	15 —	20 —	20 —	23 —	23 —
Dera Ghazi Khan . . . . .	16 —	16 —	23 —	23 —	—	—	14 —	14 —	23 —	23 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	18 —	18 —	—	—	8 —	8 —	10 —	10 —	30 —	30 —	18 —	18 —
Hyderabad . . . . .	12 —	12 —	—	—	9 —	9 —	12 —	12 —	30 —	30 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	12 —	11 —	—	—	18 —	18 —	19 —	19 —	16 —	16 —	16 —	16 —
Shikhar . . . . .	16 —	15 —	—	—	8 —	8 —	9 —	9 —	27 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	18 —	18 —	—	—	10 —	10 —	11 —	11 —	27 6	25 6	25 —	24 6
Quetta . . . . .	15 —	15 —	18 —	17 8	4 —	4 —	6 —	7 —	22 —	22 —	18 —	18 —
<b>Bombay—</b>												
Konkan—												
Karwar . . . . .	10 8	10 8	—	—	8 2	8 2	11 2	11 2	15 8	15 8	15 —	15 —
Ratnagiri . . . . .	8 2	8 12	—	—	11 10	12 1	12 13	13 9	11 11	14 15	13 4	13 4
Alibeg . . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Bombay . . . . .	8 7	8 7	—	—	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	—	—	12 —	12 —	13 15	13 15	—	—	16 3	16 3
Deccan—												
Dharwar . . . . .	15 8	15 8	—	—	14 5	14 5	14 13	15 5	24 8	25 8	26 1	26 1
Belgaum . . . . .	15 8	14 3	—	—	12 7	12 7	13 10	13 10	21 13	21 13	21 7	21 7
Salga . . . . .	17 6	15 4	—	—	11 1	11 1	11 10	11 9	22 9	22 9	20 10	20 10
Sholapur . . . . .	16 5	14 14	—	—	11 8	11 8	12 11	12 11	20 13	20 13	23 3	23 3
Hijapur . . . . .	16 7	18 —	—	—	8 3	7 8	12 6	11 10	23 11	23 11	23 3	23 3
Poona . . . . .	11 10	11 10	—	—	9 11	9 11	10 13	10 13	21 14	21 14	18 6	18 6
Khandesh—												
Ahmadnagar . . . . .	18 1	18 1	—	—	10 5	10 8	13 10	13 10	22 —	22 —	20 7	21 15
Nasik . . . . .	14 6	14 6	—	—	8 11	8 11	10 4	10 4	—	—	16 4	15 15
Dhule . . . . .	12 4	12 4	—	—	7 7	7 7	9 7	9 7	26 14	27 10	20 3	22 3
Gujarat—												
Surat . . . . .	12 —	11 9	—	—	7 6	7 6	8 13	8 13	21 4	20 13	18 1	18 1
Broach . . . . .	12 8	12 8	—	—	8 —	8 —	10 —	10 —	20 —	20 —	16 —	16 —
Kaira . . . . .	14 —	14 —	—	—	8 —	8 —	12 —	12 —	20 —	20 —	16 —	16 —
Baroda Cantonment . . . . .	11 9	11 8	—	—	7 —	7 —	8 —	8 —	20 —	20 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	—	—	8 —	8 —	10 —	10 —	18 —	18 —	16 —	16 —
Quilms . . . . .	10 —	10 —	—	—	8 —	8 —	10 8	10 8	—	—	17 —	17 —
Via Cantonment . . . . .	14 —	13 —	—	—	6 8	6 8	9 —	9 —	20 —	21 —	20 —	20 —
Kutch—												
Rajkot . . . . .	16 —	16 —	—	—	6 10	6 10	10 —	10 —	18 9	18 8	15 4	15 6
<b>Central Provinces—</b>												
Uttar—												
Uttar . . . . .	18 11	12 13	—	—	6 12	6 12	12 8	12 8	27 9	26 9	—	—
Khandwa . . . . .	18 —	12 —	—	—	10 —	10 8	11 8	12 —	28 —	28 —	21 —	21 —
Koshangabad . . . . .	18 1	12 8	—	—	9 —	9 —	12 11	11 11	22 11	23 11	—	—
Betul . . . . .	18 —	16 —	—	—	12 —	12 —	14 6	14 6	24 —	24 —	—	—
Chhindwara . . . . .	16 —	16 —	—	—	10 —	10 —	13 —	13 —	23 —	23 —	—	—
Yagpur . . . . .	19 12	18 18	—	—	11 4	11 4	15 —	15 —	25 —	25 —	—	—
Wardha . . . . .	13 5	13 5	—	—	7 —	7 —	10 7	10 7	26 14	26 14	—	—

• Not sold.

† Not produced.

‡ Not procurable.



represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MARWA OR BAGI (Eleusina core- ana).		KANONI OR KAKUR, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR KUNAGA (Ucer aristatum).		MAIZE (Zea Mays).		ARHAR, OR TURU, GADJAN PEE (Cajanus indicus).		BAZY.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
†	†	†	†	†	†	†	†	†	†	†	†	Punjab—continued.
30 —	30 —	14 —	14 —	19 —	18 —	26 —	19 —	15 —	14 —	11 —	11 —	South-eastern—
†	†	10 —	10 —	19 —	18 —	24 —	24 —	14 —	14 —	12 —	12 —	Gurgaon.
†	†	12 —	12 —	20 —	19 —	27 —	24 —	14 —	16 —	11 —	11 —	Delhi.
†	†	†	†	20 —	20 —	25 —	25 —	18 —	18 —	10 8	10 8	Rohtak.
†	†	†	†	†	†	†	†	†	†	†	†	Karnal.
†	†	†	†	†	†	†	†	†	†	†	†	Submontane—
†	†	†	†	†	†	†	†	†	†	†	†	Ambala.
†	†	†	†	†	†	†	†	†	†	†	†	Ludhiana.
†	†	†	†	†	†	†	†	†	†	†	†	Jalandhar.
†	†	†	†	†	†	†	†	†	†	†	†	Hoshiarpur.
†	†	†	†	†	†	†	†	†	†	†	†	Gurdaspur.
†	†	†	†	†	†	†	†	†	†	†	†	Amritsar.
†	†	†	†	†	†	†	†	†	†	†	†	Siakot.
†	†	†	†	†	†	†	†	†	†	†	†	Hills—
†	†	†	†	†	†	†	†	†	†	†	†	Nimla.
†	†	†	†	†	†	†	†	†	†	†	†	Kangra.
†	†	†	†	†	†	†	†	†	†	†	†	Northern—
†	†	†	†	†	†	†	†	†	†	†	†	Rawalpindi.
†	†	†	†	†	†	†	†	†	†	†	†	Hazara.
†	†	†	†	†	†	†	†	†	†	†	†	Peshawar.
†	†	†	†	†	†	†	†	†	†	†	†	Kohat.
†	†	†	†	†	†	†	†	†	†	†	†	Banna.
†	†	†	†	†	†	†	†	†	†	†	†	Western—
†	†	†	†	†	†	†	†	†	†	†	†	Shahpur.
†	†	†	†	†	†	†	†	†	†	†	†	Jhang.
†	†	†	†	†	†	†	†	†	†	†	†	Multan.
†	†	†	†	†	†	†	†	†	†	†	†	Montgomery.
†	†	†	†	†	†	†	†	†	†	†	†	Dera Ismael Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Muzaffargarh.
†	†	†	†	†	†	†	†	†	†	†	†	Dera Ghazi Khan.
†	†	†	†	†	†	†	†	†	†	†	†	Sind and Baluchistan—
†	†	†	†	†	†	†	†	†	†	†	†	Karachi.
†	†	†	†	†	†	†	†	†	†	†	†	Hyderabad.
†	†	†	†	†	†	†	†	†	†	†	†	Tbar and Parkar (Umackot).
†	†	†	†	†	†	†	†	†	†	†	†	Shikarpur.
†	†	†	†	†	†	†	†	†	†	†	†	Upper Sind Frontier.
†	†	†	†	†	†	†	†	†	†	†	†	Quetta.
†	†	†	†	†	†	†	†	†	†	†	†	Bombay—
†	†	†	†	†	†	†	†	†	†	†	†	Konkan—
†	†	†	†	†	†	†	†	†	†	†	†	Karwar.
†	†	†	†	†	†	†	†	†	†	†	†	Ratnagiri.
†	†	†	†	†	†	†	†	†	†	†	†	Alibeg.
†	†	†	†	†	†	†	†	†	†	†	†	Bombay.
†	†	†	†	†	†	†	†	†	†	†	†	Tanna.
†	†	†	†	†	†	†	†	†	†	†	†	Deccan—
†	†	†	†	†	†	†	†	†	†	†	†	Dharwar.
†	†	†	†	†	†	†	†	†	†	†	†	Belgaum.
†	†	†	†	†	†	†	†	†	†	†	†	Satara.
†	†	†	†	†	†	†	†	†	†	†	†	Sholapur.
†	†	†	†	†	†	†	†	†	†	†	†	Bijapur.
†	†	†	†	†	†	†	†	†	†	†	†	Poona.
†	†	†	†	†	†	†	†	†	†	†	†	Madras—
†	†	†	†	†	†	†	†	†	†	†	†	Ahmadnagar.
†	†	†	†	†	†	†	†	†	†	†	†	Malik.
†	†	†	†	†	†	†	†	†	†	†	†	Dhulia.
†	†	†	†	†	†	†	†	†	†	†	†	Gujarat—
†	†	†	†	†	†	†	†	†	†	†	†	Surat.
†	†	†	†	†	†	†	†	†	†	†	†	Broach.
†	†	†	†	†	†	†	†	†	†	†	†	Kaira.
†	†	†	†	†	†	†	†	†	†	†	†	Baroda Cantonment.
†	†	†	†	†	†	†	†	†	†	†	†	Ahmadabad.
†	†	†	†	†	†	†	†	†	†	†	†	Godhra.
†	†	†	†	†	†	†	†	†	†	†	†	Din Cantonment.
†	†	†	†	†	†	†	†	†	†	†	†	Kathiawar—
†	†	†	†	†	†	†	†	†	†	†	†	Rajkot.
†	†	†	†	†	†	†	†	†	†	†	†	Central Provinces—
†	†	†	†	†	†	†	†	†	†	†	†	Western—
†	†	†	†	†	†	†	†	†	†	†	†	Nimar.
†	†	†	†	†	†	†	†	†	†	†	†	Khandwa.
†	†	†	†	†	†	†	†	†	†	†	†	Hoshangabad.
†	†	†	†	†	†	†	†	†	†	†	†	Betul.
†	†	†	†	†	†	†	†	†	†	†	†	Chhindwara.
†	†	†	†	†	†	†	†	†	†	†	†	Nagpur.
†	†	†	†	†	†	†	†	†	†	†	†	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF MARCH 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLU (Sorghum vulgare).		BAJRA OR CHHOLA (Pennisetum spicata).	
	WHEAT.		BARLEY.		Best sort.		Common.		JAWAR OR GHOLU (Sorghum vulgare).		BAJRA OR CHHOLA (Pennisetum spicata).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Central Provinces—contd.</b>												
Central—												
Narsinghpur	12 13	12 13	...	...	12 13	12 13	12 13	11 25	21 1	21 5	...	...
Baugh	14 8	13 12	...	...	12 6	12 5	14 2	14 2	26 —	21 15	...	...
Damoh	14 —	12 5	...	...	12 5	12 5	14 1	14 1	19 10	12 8	...	...
Jubbulpore	15 8	14 —	...	...	12 —	12 —	17 —	17 —	22 —	22 —	...	...
Mandla	17 —	17 —	...	...	14 —	14 —	13 —	13 —	...	...	...	...
Seoni	12 3	12 8	...	...	9 —	9 8	16 —	16 —	24 5	24 14	...	...
Nalgahat	12 8	12 —	...	...	15 —	15 —	20 —	22 8	...	...	...	...
Bhandara	16 4	15 —	...	...	...	...	16 4	16 4	...	...	...	...
Chanda	12 8	12 8	...	...	...	...	14 11	16 8	26 1	25 4	...	...
Eastern—												
Bilaspur	16 4	16 4	...	...	16 4	16 —	21 5	21 5	...	...	...	...
Raipur	17 —	17 8	...	...	12 8	12 —	15 12	16 2	...	...	...	...
Rambhampur	16 —	15 8	...	...	12 —	12 —	20 —	20 —	...	...	...	...
Berar—												
Buldina	12 —	11 8	...	...	7 —	7 —	9 —	9 —	34 —	33 —	25 —	25 —
Basam	12 14	12 4	...	...	7 —	7 —	12 —	12 —	36 —	33 —	...	...
Akola	12 —	11 12	...	...	6 8	6 32	8 —	7 10	30 —	33 8	...	...
Bilaspur	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amroli	12 —	12 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	20 —	20 —
Wan	11 —	11 —	...	...	7 —	7 —	8 —	8 —	30 —	30 —	20 —	20 —
Nizam's Territories—												
Secunderabad	9 14	9 14	...	...	5 14	5 7	7 2	7 2	19 12	17 2	19 12	16 10
Bularam	10 8	9 15	...	...	5 8	5 4	11 1	11 1	21 7	20 1	...	...
Chadarghat	9 8	9 8	...	...	6 4	6 4	9 12	10 —	22 —	21 4	22 —	22 —
Madras—												
Malabar Coast—												
Malabar	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara	...	...	...	...	...	...	12 11	12 11	...	...	...	...
South central—												
Coimbatore	...	...	...	...	...	...	11 11	11 5	16 5	16 5	20 11	21 2
Nitigiri	...	...	...	...	...	...	8 18	8 18	...	...	...	...
Salem	...	...	...	...	...	...	12 8	12 8	20 14	20 8	19 8	18 —
Central—												
Bellary	...	...	...	...	...	...	11 14	15 —	29 4	29 14	...	...
Anantapur	...	...	...	...	...	...	12 8	12 8	26 5	26 3	...	...
Cuddapah	...	...	...	...	...	...	11 10	11 3	24 8	22 12	21 —	21 12
Karur	...	...	...	...	...	...	11 6	11 6	24 3	22 14	...	...
East Coast, north—												
Ganjam	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vinayakram	...	...	...	...	...	...	12 8	12 6	...	...	23 13	24 13
Godevari	...	...	...	...	...	...	12 8	12 —	21 2	25 —	...	...
East Coast, central—												
Mistna	...	...	...	...	...	...	15 6	15 6	20 8	16 10	...	...
Nullo	...	...	...	...	...	...	21 3	17 —	19 10	19 8	16 14	16 14
East Coast, south—												
Madras	...	...	...	...	...	...	12 8	11 11	16 6	16 11	...	...
Chingleput	...	...	...	...	...	...	14 5	14 5	...	...	...	...
N. Arcot	...	...	...	...	...	...	17 —	17 —	...	...	17 8	17 8
S. Arcot	...	...	...	...	...	...	14 —	14 —	...	...	20 10	21 10
Tanjore	...	...	...	...	...	...	13 13	13 13	...	...	24 11	25 3
Trichinopoly	...	...	...	...	...	...	10 6	13 8	17 8	17 8	20 14	21 10
Southern—												
Tinnevely	...	...	...	...	...	...	12 2	12 6	14 3	14 3	12 11	12 11
Madura	...	...	...	...	...	...	12 2	12 8	17 13	17 13	17 13	...
Mysore—												
Mysore	11 —	11 —	...	...	10 8	9 12	11 —	10 12	...	...	...	...
Bangalore	10 8	10 8	10 —	10 —	8 8	8 —	10 —	10 —	24 8	24 8	...	...
Kolar	8 —	8 —	8 —	8 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur	11 —	10 8	...	...	10 —	9 8	11 —	11 —	...	...	...	...
Hassan	10 —	10 —	9 —	8 —	10 —	10 —	11 —	11 —	...	...	...	...
Kadur	10 —	9 —	11 —	10 —	11 —	11 —	14 —	14 —	23 —	23 —	...	...
Shimoga	11 8	12 10	...	12 10	8 6	8 6	12 8	12 10	28 6	28 6	...	...
Chimlawdy	12 —	12 —	12 —	12 —	12 —	12 —	13 —	13 —	30 —	30 —	20 —	20 —
Coorg—												
Coorg	7 —	7 8	7 —	7 8	7 8	10 —	12 8	12 8	...	...	...	...
Aden	7 13	7 13	...	...	6 4	6 13	7 7	7 5	12 2	12 2	8 14	7 —

\* Not sold.



represent the number of cots (of 80 tolas), and chittachs sold for one rupee.)

MADRAS OR MAHARASHTRA (Selling cots- cans).		KANONI OR KANUN, ITALIAN MILLET (Selling cots- cans).		GRAM, ORHANA, PROLA, KADALAT OR KUNAGA (Selling cots- cans).		MAHARASHTRA (Zor Kays).		ANNAH, OR THUR, BANDAN PRA (Selling cots- cans).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				18 4	18 4			16 —	16 —	9 2	9 2	Central Provinces—contd.
				20 10	20 10			13 —	13 —	10 11	10 11	Central—
				23 —	23 —			11 12	12 12	9 2	9 2	Narainpur.
				23 —	23 —			15 —	15 —	9 8	9 8	Dargah.
				23 —	23 —			16 —	16 —	9 8	9 8	Jubbulpore.
				21 —	21 —			13 1	13 —	9 10	9 10	Mandla.
				20 —	20 —			12 —	12 —	9 8	9 8	Seoni.
				21 —	21 —			12 4	12 4	9 8	9 8	Bilaspur.
				13 13	13 13			14 2	14 2	9 —	9 —	Bhandara.
												Chanda.
				21 3	21 3			13 4	13 4	8 —	8 —	Eastern—
				22 —	22 —			13 —	13 —	9 —	9 —	Bilaspur.
				20 —	20 —			14 —	14 —	10 8	10 8	Sambalpur.
												Berar—
				18 —	18 —			13 —	13 —	10 8	10 8	Balasa.
				19 8	19 8			13 8	13 8	9 —	9 —	Balim.
				18 —	18 12			19 —	18 4	11 4	11 4	Akola.
				18 —	17 —			20 —	20 —	10 —	10 —	Ellichpur.
				14 —	14 —			16 —	16 —	11 —	11 —	Amravati.
				16 —	16 —			21 —	21 —	9 8	9 8	Wan.
21 —	18 8			13 14	13 14			12 2	12 14	9 23	9 23	Nizam's Territories—
				14 4	14 3			13 12	13 12	8 12	8 12	Solapur.
				15 —	16 4					8 12	8 12	Chandrapur.
												Madras—
										13 13	13 13	Malabar Coast—
										11 14	11 14	Malabar.
												S. Canara.
18 13	18 14									11 8	11 8	South central—
22 3	21 13									10 10	10 10	Coimbatore.
										11 5	11 5	Nilgiris.
												Central—
21 —	21 12									11 13	11 13	Bellary.
27 8	27 8									13 8	13 8	and
27 8	26 8									11 8	11 8	Arundapur.
30 10	18 2									12 8	12 8	Chikmagalur.
										11 5	10 2	Kannur.
30 11	30 11									10 —	10 —	East Coast, north—
30 11	30 11									12 —	12 —	Chikmagalur.
31 12	30 10									12 2	12 2	Vizagapatnam.
												Godavari.
30 8	30 8									13 2	13 2	East Coast, central—
30 8	30 8											Krishna.
										13 13	13 13	Nalluru.
30 10	19 8									12 14	12 8	East Coast, south—
30 11	16 5									13 2	13 2	Madras.
30 11	30 10									13 2	13 2	Chingleput.
30 11	30 11									13 2	13 2	N. Arcot.
30 11	30 11									12 13	12 13	S. Arcot.
30 11	30 11									12 13	12 13	Tanjore.
30 11	30 11									12 —	12 —	Trichinopoly.
30 11	30 11											Southern—
30 11	30 11									14 5	13 13	Tinnevely.
30 11	30 11									13 2	13 2	Madras.
30 11	30 11											Mysore—
30 11	30 11									11 —	10 4	Mysore.
30 11	30 11									10 8	10 8	Bangalore.
30 11	30 11									9 —	9 —	Kolar.
30 11	30 11									9 8	9 8	Tumkur.
30 11	30 11									10 —	10 —	Hassan.
30 11	30 11									10 —	10 —	Kudur.
30 11	30 11									11 —	11 —	Shimoga.
30 11	30 11									9 —	9 —	Chitaldrug.
30 11	30 11											Coorg—
30 11	30 11									10 8	11 —	Coorg.
30 11	30 11									9 2	9 2	Aden.

\* Not gold.

J. E. O'CONOR,  
Director-General of Statistics.FINANCE AND COMMERCE DEPARTMENT  
April 21, 1899.J. F. FINLAY,  
Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river, January to 28th February 1899, compared with 1898 and 1897.*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	10,879	4,633	8,842	...	...	...	...	...	...	20,879	4,633	8,842
N. W. P. & Oudh . . . . .	48,075	40,363	53,651	36,130	36,341	60,467	...	...	...	76,803	70,609	126,168
Punjab . . . . .	4,883	8,341	11,136	6,339	18,176	11,538	62,078	64,433	43,243	73,440	91,150	65,600
Cent. Provs. . . . .	4,106	3,659	1,234	55,801	73,285	103,889	...	...	...	60,027	70,344	104,491
Bombay . . . . .	...	...	...	890,309	801,113	400,335	...	...	...	201,309	261,113	401,113
Sind . . . . .	...	...	...	...	...	...	16,534	19,022	23,295	16,554	19,022	31,295
Madras . . . . .	...	...	...	...	...	302	...	...	...	...	...	302
Berar . . . . .	12,238	17,041	17,638	205,125	187,881	410,454	...	...	...	217,363	304,932	420,007
Azamgarh . . . . .	3,210	325	...	...	...	...	...	...	...	3,210	325	...
Raj. & C. I. . . . .	6,389	4,627	8,879	95,128	83,085	113,840	...	...	...	101,517	59,712	121,310
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	90	...	...	...	...	...	90	...	...
<b>TOTAL</b>	<b>88,780</b>	<b>76,096</b>	<b>93,440</b>	<b>893,187</b>	<b>731,781</b>	<b>1,101,890</b>	<b>78,632</b>	<b>83,455</b>	<b>76,540</b>	<b>850,504</b>	<b>894,333</b>	<b>1,271,270</b>
<i>By Sea—</i>												
Bengal . . . . .	1,413	2,395	2,612	...	...	...	...	...	...	1,413	2,395	2,612
Bombay . . . . .	8,236	3,040	4,176	...	771	3,500	...	...	...	8,236	3,040	4,176
Sind . . . . .	...	...	...	2,868	6,534	569	...	...	...	2,868	6,534	569
Madras . . . . .	...	...	...	1	13	1,073	...	...	...	1	13	1,073
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Se. Ports in India . . . . .	390	1,030	3,083	66,028	17,939	135,410	...	...	...	390	1,030	3,083
Foreign countries . . . . .	23	485	11	4,864	9,110	2,744	...	...	...	23	485	11
<b>TOTAL</b>	<b>9,982</b>	<b>6,830</b>	<b>16,244</b>	<b>73,858</b>	<b>33,667</b>	<b>162,296</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>8,240</b>	<b>46,427</b>	<b>128,540</b>
<b>TOTAL OF IMPORTS</b>	<b>98,762</b>	<b>82,926</b>	<b>109,684</b>	<b>967,045</b>	<b>765,448</b>	<b>1,264,186</b>	<b>78,632</b>	<b>83,455</b>	<b>76,540</b>	<b>943,434</b>	<b>934,819</b>	<b>1,401,810</b>

**Imports in January and February.**

<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	16,126	6,445	4,607	...	...	...	...	...	...	16,126	6,445	4,607
N. W. P. & Oudh . . . . .	93,156	65,314	114,563	73,810	106,246	143,864	...	...	...	166,068	171,105	238,437
Punjab . . . . .	7,976	13,626	17,038	14,254	37,048	23,410	121,615	131,672	90,163	143,235	180,746	126,603
Cent. Provs. . . . .	3,382	3,018	4,417	114,825	123,284	195,777	...	...	...	123,210	127,202	202,194
Bombay . . . . .	...	...	...	517,422	505,308	745,447	...	...	...	517,422	505,308	745,447
Sind . . . . .	...	...	...	...	...	...	37,885	35,887	69,148	37,885	35,887	69,148
Madras . . . . .	...	...	...	...	...	3,146	...	...	...	...	...	3,146
Burma . . . . .	16,904	23,602	31,615	415,866	474,131	773,275	...	...	...	432,770	497,730	803,400
Azamgarh . . . . .	2,812	3,125	...	...	...	...	...	...	...	2,812	3,125	...
Raj. & C. I. . . . .	6,327	5,373	11,779	165,560	86,385	184,873	...	...	...	173,887	91,638	196,898
Nizam's Terr. . . . .	...	...	...	...	...	2,134	...	...	...	...	...	2,134
Mysore . . . . .	...	...	...	90	...	...	...	...	...	90	...	...
<b>TOTAL</b>	<b>153,673</b>	<b>119,475</b>	<b>184,030</b>	<b>1,303,831</b>	<b>1,332,950</b>	<b>2,073,486</b>	<b>150,500</b>	<b>166,699</b>	<b>120,306</b>	<b>1,617,002</b>	<b>1,619,064</b>	<b>2,406,321</b>
<i>By Sea—</i>												
Bengal . . . . .	2,060	3,371	3,132	...	...	...	...	...	...	2,060	3,371	3,132
Bombay . . . . .	19,372	7,390	11,244	810	1,107	4,150	...	...	...	20,193	8,798	15,403
Sind . . . . .	...	...	...	5,540	21,435	1,463	...	...	...	5,540	21,435	1,463
Madras . . . . .	...	1,471	7,650	1	303	1,341	...	...	...	1	1,756	8,991
Burma . . . . .	540	2,494	11,187	...	...	17	...	...	...	540	2,494	11,187
Non-Se. Ports in India . . . . .	...	...	...	80,183	20,338	264,031	...	...	...	80,183	20,338	264,031
Foreign countries . . . . .	123	455	11	10,740	11,547	6,196	...	...	...	10,863	12,008	6,207
<b>TOTAL</b>	<b>22,100</b>	<b>13,330</b>	<b>35,224</b>	<b>97,284</b>	<b>63,880</b>	<b>278,107</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>119,386</b>	<b>70,330</b>	<b>311,554</b>
<b>TOTAL OF IMPORTS</b>	<b>175,773</b>	<b>132,805</b>	<b>219,254</b>	<b>1,401,115</b>	<b>1,396,830</b>	<b>2,351,593</b>	<b>150,500</b>	<b>166,699</b>	<b>120,306</b>	<b>1,736,388</b>	<b>1,689,414</b>	<b>2,717,875</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of February 1899, and from 1st corresponding periods of the years 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal	5,190	3,850	36,834	...	...	6	...	...	...	5,190	3,850	36,840
N.-W. P. & Oudh	4,025	133,905	189,844	...	8,251	30,018	...	...	15,433	4,025	137,757	225,197
Punjab	...	490	1,112	...	1,094	30,725	...	...	...	...	350,504	351,433
Cent. Provs.	3,177	...	...	11,351	4,246	10,135	14,077	248,407	319,394	...	14,077	351,433
Bombay	...	...	...	21,359	50,075	145,460	...	...	...	...	14,535	14,535
Sind	...	...	...	...	...	...	35,013	69,178	82,703	...	82,703	82,703
Madras	...	...	...	...	18	...	...	...	...	...	...	...
Berar	...	...	...	150	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	11,805	1,782	8,600	...	...	2	11,805	1,782	8,612
Nizam's Terr.	...	...	...	...	...	22	...	...	...	...	...	22
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	12,401	163,234	226,811	44,046	72,666	210,886	49,089	317,585	418,796	100,236	553,485	862,438
<i>By Sea—</i>												
Bengal	...	...	...	7	15	...	...	...	...	7	15	...
Bombay	...	...	...	...	...	1,057	...	...	...	...	...	1,057
Sind	...	...	...	57,385	47,473	23,045	...	...	...	57,385	47,473	23,045
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	28	65	23,070	...	...	...	28	65	23,070
Foreign countries	82,152	...	...	2,091	22	3	1,067	...	...	85,318	22	3
<b>TOTAL</b>	82,152	...	...	59,711	47,575	26,078	1,067	...	...	142,030	47,575	26,078
<b>TOTAL OF IMPORTS</b>	94,553	163,234	226,811	104,657	120,241	236,964	50,156	317,585	418,796	142,266	601,060	912,618

**Imports in January and February.**

<b>WHEAT</b>												
<i>By Rail and River—</i>												
Bengal	21,398	9,014	89,240	...	...	6	...	...	...	21,398	9,014	89,240
N.-W. P. & Oudh	29,098	297,793	439,196	...	15,249	52,516	...	...	59,106	29,098	312,043	500,810
Punjab	1,104	5,915	1,309	...	8,631	60,848	23,381	350,665	740,832	24,775	404,731	603,049
Cent. Provs.	19,302	67	...	11,377	5,596	27,793	...	...	...	30,670	5,003	27,805
Bombay	...	...	...	34,790	59,840	192,031	...	...	...	34,790	39,610	192,031
Sind	...	...	...	...	...	...	35,894	169,051	190,364	...	169,051	190,364
Madras	...	...	...	...	18	...	...	...	...	...	...	...
Berar	...	...	...	150	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	277	...	...	12,368	7,795	25,827	...	...	2	12,645	7,295	25,827
Nizam's Terr.	...	...	...	...	...	87	...	...	...	...	...	87
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	71,769	312,289	329,807	58,694	97,001	369,800	60,473	558,755	990,334	190,936	658,026	1,259,747
<i>By Sea—</i>												
Bengal	...	...	...	7	15	...	...	...	...	7	15	...
Bombay	...	...	...	...	...	3,411	...	2	...	...	...	3,411
Sind	...	...	...	69,202	146,907	29,657	...	...	...	69,202	146,907	29,657
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	28	70	35,735	...	...	...	28	70	35,735
Foreign countries	82,152	...	...	6,546	22	3	1,067	...	...	82,765	22	3
<b>TOTAL</b>	82,152	...	...	75,783	147,102	70,804	1,067	2	...	150,008	147,104	70,804
<b>TOTAL OF IMPORTS</b>	153,921	312,289	329,807	134,477	244,103	440,604	61,540	560,757	990,334	340,944	805,130	1,330,551



Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river 1st January to 28th February 1899, compared with 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
Imports in February.												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	23,260	112,813	72,216	...	...	...	...	...	...	21,260	113,813	73,116
N. W. P. & Oudh	10,949	27,007	47,024	25	1,231	933	...	...	...	10,974	28,238	47,959
Punjab	...	...	...	...	...	...	...	...	...	...	...	...
Cent. Prov.	...	1,870	9,400	2,132	73,034	31,044	...	...	...	3,132	75,034	31,944
Bombay	...	...	...	4,837	35,014	707,341	...	...	...	4,837	35,014	707,341
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	4,498	4,906	...	...	...	...	4,498	4,906
Berar	...	...	...	1,520	27,825	29,454	...	...	...	1,520	27,825	29,454
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	428	2,529	5,921	...	...	...	428	2,529	5,921
Nizam's Terr.	...	...	...	5,283	21,131	26,598	...	...	...	5,283	21,131	26,598
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>34,209</b>	<b>142,770</b>	<b>122,269</b>	<b>14,383</b>	<b>128,183</b>	<b>869,826</b>	...	...	<b>18</b>	<b>48,498</b>	<b>270,953</b>	<b>381,813</b>
<i>By Sea—</i>												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	18	685	...	...	...	...	18	685
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	3,100	...	...	...	...	...	3,100
Foreign countries	...	...	...	35	706	241	...	...	...	35	706	241
<b>Total</b>	...	...	...	<b>35</b>	<b>724</b>	<b>4,112</b>	...	...	...	<b>35</b>	<b>724</b>	<b>4,112</b>
<b>TOTAL OF IMPORTS</b>	<b>34,209</b>	<b>142,770</b>	<b>122,269</b>	<b>14,383</b>	<b>128,907</b>	<b>869,826</b>	...	...	<b>18</b>	<b>48,447</b>	<b>271,631</b>	<b>381,813</b>
Imports in January and February.												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	86,664	206,503	231,586	...	...	...	...	...	...	86,664	206,503	231,586
N. W. P. & Oudh	17,385	51,804	105,374	25	1,231	3,444	...	...	...	17,410	53,035	108,818
Punjab	...	...	...	...	...	...	...	...	...	...	...	...
Cent. Prov.	433	1,870	9,050	4,342	31,541	59,034	...	...	...	4,775	33,412	68,068
Bombay	...	...	...	14,021	27,716	155,166	...	...	...	14,021	27,716	155,166
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	4,498	6,363	...	...	...	...	4,498	6,363
Berar	...	...	...	3,398	27,609	45,979	...	...	...	3,398	27,609	45,979
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	433	...	413	894	4,556	13,339	...	...	...	433	4,556	13,339
Nizam's Terr.	...	...	...	936	35,617	79,340	...	...	...	936	35,617	79,340
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>104,920</b>	<b>260,197</b>	<b>348,015</b>	<b>32,197</b>	<b>268,007</b>	<b>363,069</b>	...	...	<b>442</b>	<b>137,177</b>	<b>478,204</b>	<b>712,186</b>
<i>By Sea—</i>												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	18	931	...	...	...	...	18	931
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	4,761	...	...	...	...	...	4,761
Foreign countries	...	...	...	133	835	340	...	...	...	133	835	340
<b>Total</b>	...	...	<b>48</b>	<b>133</b>	<b>909</b>	<b>6,073</b>	...	...	<b>17</b>	<b>133</b>	<b>931</b>	<b>6,104</b>
<b>TOTAL OF IMPORTS</b>	<b>104,920</b>	<b>260,197</b>	<b>348,063</b>	<b>32,330</b>	<b>268,916</b>	<b>369,141</b>	...	...	<b>17</b>	<b>137,252</b>	<b>479,135</b>	<b>718,290</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of February 1899, and from corresponding periods of the years 1897 and 1898—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in February.</b>												
<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	5,287	1,416	2,450	...	...	...	...	...	...	5,287	1,416	2,450
N.-W. P. & Oudh . . .	459	323	561	...	...	...	...	...	...	459	323	561
Punjab . . . . .	308	...	...	...	...	...	68	24	928	370	84	928
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	32	90	87	...	...	...	57	90	87
Sind . . . . .	...	...	...	...	...	...	90	426	144	99	426	144
Madras . . . . .	...	...	...	...	17	90	...	...	...	...	17	90
Bihar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. L. . . . .	...	...	...	15	81	...	...	...	...	15	81	...
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	6,054	1,739	3,012	72	188	207	167	510	1,071	6,262	2,437	4,301
<i>By Sea—</i>												
Bengal . . . . .	...	30	...	...	...	30	...	...	...	...	30	30
Bombay . . . . .	...	...	...	...	...	...	109	...	...	109	...	...
Sind . . . . .	...	...	...	37	331	...	...	...	...	...	37	331
Madras . . . . .	...	5	...	...	...	...	...	...	...	...	5	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Brit. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	35	...	37	361	109	...	...	109	72	361	...
<b>TOTAL OF IMPORTS</b> . .	6,054	1,774	3,012	72	225	358	276	510	1,072	6,402	2,509	4,632

## Imports in January and February.


<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	15,810	8,033	15,735	...	...	...	...	...	...	15,810	8,033	15,735
N.-W. P. & Oudh . . .	2,756	4,285	2,351	...	...	...	...	...	...	2,756	4,285	2,351
Punjab . . . . .	308	...	...	...	...	...	68	24	1,162	370	84	1,162
Cent. Provs. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bombay . . . . .	...	...	...	104	378	232	...	...	...	104	378	232
Sind . . . . .	...	...	...	...	...	...	360	728	303	360	728	303
Madras . . . . .	...	...	...	...	152	193	...	...	...	...	152	193
Bihar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Assam . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. L. . . . .	...	...	...	25	160	14	...	...	...	25	160	14
Nizam's Terr. . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	18,874	12,318	18,087	129	890	465	628	1,262	1,665	19,631	14,377	20,217
<i>By Sea—</i>												
Bengal . . . . .	...	30	...	...	...	...	...	...	...	...	30	...
Bombay . . . . .	...	...	...	...	...	...	166	...	...	166	...	...
Sind . . . . .	...	...	...	30	636	469	...	...	...	...	30	469
Madras . . . . .	...	5	...	...	...	...	...	...	...	...	5	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Non-Brit. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	...	35	...	30	681	532	166	...	3	170	716	535
<b>TOTAL OF IMPORTS</b> . .	18,874	12,353	18,087	139	1,571	997	794	1,369	1,668	19,807	15,293	20,752

J. E. O'CONOR,  
Director-General of Statistics.

T. W. HOLDERNESS,  
Secretary to the Government of India.

Calcutta, the 22nd April 1899.



 Continuation Sheets of Supplement  
to the Gazette of India published at  
Calcutta.



GOVERNMENT OF INDIA  
HOME DEPARTMENT.

USE OF CHURCHES CONSECRATED FOR THE SERVICES OF THE CHURCH OF  
ENGLAND FOR THE SERVICES OF PRESBYTERIANS AND WESLEYANS.

NOS. 146—161.

*Extract from the Proceedings of the Government of India in the Home Department (Ecclesiastical),—under date Simla, the 20th April, 1899.*

Read—

The Resolution of the Government of India in the Home Department, Nos. 271—86, dated the 17th June 1898, regarding the use by other denominations of churches consecrated for the services of the Church of England.

RESOLUTION.

The Governor General in Council is pleased to prescribe the following rules to regulate the use of churches consecrated for the service of the Church of England for the services of other denominations in supersession of the rules contained in the Resolution of the Government of India read in the preamble :

- (1) A Church provided by Government and consecrated for the services of the Church of England may be used for the services of Presbyterians and Wesleyans.
- (2) The use of the Church shall be permissible both to Scotch Chaplains on the regular establishment and to Presbyterian and Wesleyan Ministers officiating with troops.
- (3) It shall be necessary to obtain the consent of the Bishop of the Diocese in each case.
- (4) The Bishop, or the Church of England Chaplain, or Clergyman of the Church of England performing the duties of Chaplain, shall, under the Bishop's instructions fix the hours at which the Church shall be made available to the Presbyterian, or Wesleyan congregations.
- (5) The care of the Church and Church furniture and the expenditure and control of the Church establishment shall remain exclusively in the hands of the Chaplain or Clergyman of the Church of England performing the duties of Chaplain.
- (6) The Bishop of the Diocese may withdraw his assent to use the Church for the worship of any congregation other than that of the Church of England whenever he shall think fit.
- (7) If in any case dissatisfaction is felt with any order passed under these rules either as to the use of a Church by a congregation not belonging to the Church of England or as to the hour at which it is made available for the use of such congregation, the Senior Chaplain of the Church of Scotland or the General Superintendent of the Wesleyan Church, as the case may be, may bring the matter before the Lieutenant-General of the Command, through the General Officer Commanding the District; and the Lieutenant-General shall then, if he considers this necessary, communicate with the Bishop in order, if possible, to arrange the matter with him. Should the Senior Chaplain of the Church of Scotland or the General Superintendent of the Wesleyan Church, as the case may be, be dissatisfied with the arrangement made between the Lieutenant-General of the Command and the Bishop, he shall be at liberty to ask the Lieutenant-General that the matter may be referred for final decision to the Metropolitan.

**ORDER.**—Ordered, that this Resolution be communicated to Local Governments and Administrations, the Most Reverend the Metropolitan, the Senior Chaplain of the Church of Scotland, Calcutta, the General Superintendent of the Wesleyan Church and the Foreign and Military Departments.

Ordered, also, that it be published in the *Gazette of India*.

[True Extract.]

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weather Review of India for the Week ending at 8 a.m. on Saturday, April 15th, 1899.

The general conditions of weather have been unusual and irregular during the week under review. Pressure has been high over North-East India and relatively high along the foot of the Himalayas, while it has been low over the Western desert and over Ceylon and the south of the Peninsula. As a result, conditions have been favourable for easterly winds over a large part of India, and moist winds from easterly directions have prevailed over a considerable part of the country instead of the dry westerly winds which are usual at this season of the year. As a consequence, the weather has been much more unsettled than usual, and thunderstorms giving rain and hail have been very widespread, but have been particularly frequent over Upper Burma, Assam and Bengal, over the Punjab and the North-West Himalayas and over the southern half of the Peninsula. Accompanying the rainfall over North-East India and the Peninsula there has been very cool weather, but over North-West India the thunderstorms were too light and too local to largely affect temperature, which during the week in these regions has been generally excessive.

**Daily Summary.—Sunday, April 9th.**—The barometer had fallen almost everywhere, and the depression, which was noticed over the western desert at the close of the preceding week, had commenced an eastward movement down the Gangetic Plain. It was central near Agra where pressure was largely below the normal. Pressure was highest and slightly to moderately above the normal over Burma and North-East India. The winds were irregularly cyclonic over North-West India and southerly and south-easterly over the Peninsula and Lower Bengal, while along the foot of the hills in Bengal and the North-West Provinces the direction was easterly. The weather was unsettled and cloudy. Thunder and dust storms had occasioned rain over parts of Burma, Assam, Bengal, the North-West Himalayas, Malabar, the east of the Central Provinces and Madras. Generally the rainfall had been moderate or light. The mean temperature was low over Assam and Bengal, about normal over South Madras and higher than usual elsewhere.

**Monday, April 10th.**—The lowest pressures had been re-transferred westward, and the depression was again shown over the Western desert. Pressure remained highest over Burma, Assam and Bengal, and, while the barometer read 0.091 inch higher than usual at Sibsagar, it read 0.132 inch lower than usual at Multan and Deesa. The winds generally were little changed, but the easterly current in Northern India had increased and extended, and easterly and south-easterly winds blew from Central Bengal to the Punjab. The weather had been fairly fine, though here and there disturbed by thundershowers, over the Peninsula and the central parts of the country, but over Northern India and Burma showers had been remarkably prevalent. The mean temperature was falling almost everywhere, and the areas of deficient temperature over North-East India and over the south of the Peninsula were both increasing in extent and intensity. In North-West and Central India and part of Burma the heat still remained excessive.

**Tuesday, April 11th.**—Pressure had changed irregularly. The barometer continued to read unusually high in North-East India and unusually low in North-West India, so that conditions, favourable for easterly winds over Northern India, continued, and winds from easterly directions prevailed from Bengal to the Punjab. South-easterly winds prevailed over the Peninsula and variable winds over Lower Bengal. The weather had cleared, and the rainfall became lighter and less extensive over North-West India, but over Burma, Assam and Bengal rain had continued both general and heavy, and fair showers had been received over



the south of the Peninsula and some central districts. The area of deficient temperature continued to extend, and mean temperatures exceeding the normal were only reported from the extreme north-west of India and the Madras Coast districts. In Bengal the weather was remarkably cool. The following variations from the normal explain the general distribution of temperature relatively to the normal: Patna  $-15.2^{\circ}$ , Berhampore  $-14.0^{\circ}$ , Jacobabad  $+8.2^{\circ}$ , Madras  $+1.6^{\circ}$  and Madura  $-5.5^{\circ}$ .

*Wednesday, April 12th.*—Pressure continued to change irregularly. Pressure remained highest and higher than usual over Assam and Upper Burma and lowest and lower than usual over the Western desert, so that the general conditions were unaltered, and easterly and south-easterly winds continued over North and West Bengal and up the Gangetic Plain. In North-West India squally cyclonic winds prevailed around the depression over the Western desert, while south-easterly or variable winds were reported over the Peninsula. Thunder and dust storms had continued to give rain over North-East and North-West India, the southern half of the Peninsula and the east of the Central Provinces. In the North-West Provinces, the central parts of India (except the east) and the northern half of the Peninsula the weather was fine, but elsewhere it was more or less disturbed. The weather was remarkably cool over North-East India and the east and south of the Peninsula, while the heat was excessive over the north-western and central parts of the country.

*Thursday, April 13th.*—Pressure had risen over Northern India and had been nearly steady over Burma and the Peninsula. The storm in the north-west had become shallower and more diffused, but, on the contrary, the high pressure area in the north-east had become more strongly marked. Easterly winds continued from Central Bengal to the Punjab, but the cyclonic circulation in the north-west had died down. South-easterly and variable winds continued over the Peninsula. The weather remained unsettled and disturbed with dust and thunder storms over Northern India and the south of the Peninsula, but was fine in the intervening regions. The rainfall amounts were larger than usual. The mean temperature conditions were similar to those reported on the preceding day, the heat having been greater than usual over North-Western and Central India and less than usual elsewhere.

*Friday, April 14th.*—The barometer had changed irregularly and in some places by considerable amounts. Pressure was highest and largely above the normal along the foot of the Eastern Himalayas; it was lowest and slightly below the normal over the Western desert and relatively low and considerably lower than usual over Ceylon. The depression over the Western desert was somewhat better defined than on the 13th. Westerly and north-westerly winds prevailed in Bombay and southerly to easterly winds in most other places. Fairly general thundershowers had been received over Lower Bengal, Assam and the North-West Provinces and scattered showers over the Peninsula and the east and south of the Central Provinces. The temperature conditions were generally similar to those reported on the preceding day, but both the excess in the north-west and the deficiency in the north-east were smaller.

*Saturday, April 15th.*—Pressure had changed very little. Barometric readings were highest along the foot of the hills, lowest over the Western desert and relatively low near Ceylon. Easterly and south-easterly winds continued over Northern India and variable breezes elsewhere. The rainfall area had contracted somewhat over Northern India, but thundershowers continued to be reported from Assam, North and West Bengal and the North-West Provinces. In the Peninsula, on the contrary, the rainfall area had extended and the showers became heavier. The heat had been greater than usual over the greater part of North-Western and Western India and over Burma, while it had been less than usual in all other places. The following variations from the average explain the distribution relatively to the normal: Jacobabad  $+6.0^{\circ}$ , Madura  $-7.4^{\circ}$ , Gorakhpur  $-12.8^{\circ}$ , Dhubri  $-12.0^{\circ}$  and Tounghoo  $+6.4^{\circ}$ .

**Temperature.**—The heavyish rainfall at the commencement of the week in North-East India and in the south of the Peninsula produced in those two



regions areas of deficient temperature which were comparatively small and comparatively slight on the 9th. The rainfall continuing these areas of relatively low temperature increased both in intensity and size till, during the latter half of the week, they embraced most parts of the country except the north-west and centre. In the two latter regions the mean temperature was steadily excessive during the week, the showers in those areas having been insufficient to seriously affect the temperature conditions.

The following table gives the mean temperature variation data for the week :

Province.	APRIL 1899.							Mean variation of week.
	9th	10th	11th	12th	13th	14th	15th	
Burma	+1.1	-0.3	-3.5	-4.1	-1.9	+0.1	+1.8	-1.0
Assam	-3.4	-5.6	-9.5	-7.9	-7.0	-2.2	-4.1	-5.6
Bengal	-2.3	-4.5	-9.4	-7.5	-5.8	-5.8	-6.5	-6.0
Orissa	-2.7	-5.3	-9.6	-5.1	-2.8	-6.9	-6.0	-5.5
Bihar	-0.8	-2.7	-13.5	-9.2	-5.5	-8.6	-9.5	-7.1
Chota Nagpur	+2.7	-2.1	-12.1	-5.7	-4.0	-8.9	-10.6	-5.8
N.-W. P. and Oudh	+2.7	-1.3	-4.9	-3.1	-1.1	-6.5	-5.3	-2.8
Punjab	+3.0	+1.2	-0.1	+2.5	-1.2	-0.4	-0.4	+0.7
Sind	+7.3	+4.9	+6.9	+5.4	+3.8	+3.2	+3.7	+5.0
Rajputana	+7.1	+3.0	+1.9	+5.5	+5.5	-0.2	+1.4	+3.5
Gujarat	+5.9	+1.0	+2.8	+2.6	+1.4	+0.5	+2.2	+2.3
Central India	+5.3	+3.5	+1.4	+3.0	+4.1	-1.1	-0.9	+2.1
Central Provinces	+3.5	-0.7	-2.5	-0.1	+0.6	-0.9	-2.1	-0.1
Berar	+4.7	+3.8	+2.2	+3.2	+2.9	+0.5	+1.1	+2.6
West Coast	+1.3	-0.1	-1.0	-1.4	-1.0	-0.6	-1.7	-0.6
Bombay Deccan	+1.8	-0.4	-0.9	-0.5	-0.4	-1.3	+0.3	-0.2
Mysore	-0.3	-0.4	+0.4	-2.2	-3.2	-1.7	-2.9	-1.5
Madras Coast	+0.9	+0.8	+1.4	-0.9	-0.9	-1.1	-2.5	-0.3
Madras Deccan	+0.2	+0.6	-0.7	-1.6	-1.8	-1.3	-4.6	-1.3
South India	-2.2	-2.6	-4.4	-6.4	-6.8	-5.0	-5.5	-4.7
Mean for whole of India	+1.8	-0.3	-2.8	-1.6	-1.3	-2.4	-2.6	-1.3

On the first day of the week the heat of the whole country was greater than usual, but between the 9th and the 10th there occurred a fall of over  $2^{\circ}$ , and from that date onward the temperature of the whole of India was below the normal, the deficiency being considerable on the 11th, 14th and 15th. The provincial variations show that the weather during the week was warmer than usual in Sind, Rajputana, Gujarat, Central India and Berar; that the mean temperature was about normal in the Punjab, the Central Provinces, the West Coast, the Bombay Deccan and the Madras Coast; and that it was less than usual in all the remaining provinces. The deficiency was greatest in Behar where from the 11th to the 15th the mean temperature was very largely below the normal.

The following were the highest maxima recorded on each day :

April 9th	109.4°	at Rajkote.
" 10th	108.2°	" Bhavnagar.
" 11th	109.3°	" Jacobabad.
" 12th	107.2°	" Jodhpur.
" 13th	106.7°	" Akola.
" 14th	105.1°	" Hyderabad (Sind).
" 15th	107.4°	" Jacobabad.



**Rain.**—The past week has been one of exceptionally widespread and heavy rainfall considering the time of year. The only practically rainless regions during the week were Lower Burma and North Bombay with the adjoining parts of Rajputana and Central India. In all other parts of the Indian area rain has been received, the rainfall amounts ranging from a few cents over the Punjab, the Gangetic Plain, the central parts of the country and the head of the Peninsula, to several inches in Assam and the south of the Peninsula. The daily rainfall returns for the week show that rain was received principally between the 9th and 12th in Upper Burma; between the 9th and 13th in Assam; on most days of the week in Bengal; on the 9th, 11th and 12th in Bihar; on the 13th and 14th in the east and centre of the North-West Provinces; on different days of the week in the west of the North-West Provinces and in the Punjab, on all days of the week in the south of the Peninsula; and between the 12th and the 15th in the east of the Peninsula.

The rainfall table at the close of the summary shows that the average actual rainfall of the week exceeded 0·10 inch in all the rainfall divisions except Tenasserim, Deltaic Burma, the South Punjab, the West Punjab, the Konkan, Khandesh, Berar, the west of the Central Provinces, Gujarat, Kathiawar, Sind, Baluchistan, Central India and Rajputana where the week's rainfall has been actually or practically *nil*. In all the remaining divisions effective rain has been received, the average actual rainfall ranging from 7·02 inches in the Assam Hills, 4·91 inches in the Surma Valley, 4·33 inches in Malabar and 4·40 inches in South Madras, to 0·13 inch in Upper Burma, 0·14 inch in the South-East Punjab, 0·13 inch in the Central Punjab, 0·16 inch in the centre of the Central Provinces and 0·18 inch in the central division of Madras. The third column of the table shows that in no less than thirty-nine of the rainfall divisions the week's rain has been in excess of the normal. These thirty-nine divisions covered Arakan, Assam, Bengal, Bihar, the North-West Provinces, the South-East Punjab, the Peninsula and the Central Provinces, and the excess amounted to 4·99 inches in the Assam Hills, to 4·12 inches in South Madras, to 3·77 inches in Malabar, to over 2 inches in South-Central Madras, Coorg, Orissa and East Bengal and to over 1 inch in the Assam Valley, Deltaic Bengal, North Bengal, the Bengal Hills, Chota Nagpur, North Bihar, and the north (a) division of the East Coast.

The following were the principal large totals recorded at individual stations during the week:

Burma	Akyab	2·07 inches.
Assam	Cherra Poonjee	20·30 "
	Borkhola (Cachar)	6·44 "
Bengal	Ramchanda (Tippera)	5·60 "
	Goalundo (Faridpur)	4·96 "
	Alipurduar (Jalpaiguri)	3·41 "
Bihar	Sitamarhi (Muzaffarpur)	4·82 "
N.-W. P.	Padrauna (Gurakhpur)	2·95 "
	Ukimath (Garhwal)	3·10 "
Punjab	Chakwal (Jhelum)	0·66 inch.
	Hangu (Kohat)	1·25 inches.
Malabar	Alleppy	11·20 "
Nilgiris	Kilkundah	10·82 "
Mysore	Holalkeri	4·71 "
Madras	Jehapur (Ganjam)	4·80 "
	Pattukattai (Tanjore)	4·71 "
	Uslamperty (Madura)	7·63 "

The three concluding columns of the table show that the heavy rainfall of the past week has brought about a considerable change in the condition of the seasonal rainfall. In Assam, Bengal, the west of the Peninsula and South Madras the actual fall between February 26th and April 15th has been in excess of the average, while in other parts of the country, though the rainfall is still short, the deficiency has been considerably reduced.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 15TH, 1899.			RAINFALL DATA FROM FEBRUARY 20TH TO APRIL 15TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 20th to April 15th.	Excess or deficit of (total normal) rain- fall measured as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0	0.62	-0.62	0	1.45	-100
	2. Lower Burma Deltaic.	0	0.42	-0.42	0	0.97	-100
	3. Central do.	0.20	0.21	-0.01	0.21	0.38	-45
	4. Upper do.	0.13	0.17	-0.04	0.19	0.88	-78
	5. Arakan	0.49	0.12	+0.37	0.49	0.59	-17
BENGAL AND ASSAM	6. Eastern Bengal	3.20	0.75	+2.45	6.16	4.15	+48
	7. Assam Surma	4.91	4.05	+0.86	15.38	17.11	-10
	8. Do. Hills	7.02	2.03	+4.99	17.77	8.44	+113
	9. Do. Brahmaputra	2.88	1.38	+1.50	9.99	6.84	+46
	10. Deltaic Bengal	2.42	0.43	+1.99	3.44	2.74	+26
	11. Central do.	0.88	0.32	+0.56	1.70	1.53	+11
	12. North do.	2.34	0.42	+1.92	5.10	3.29	+123
	13. Bengal Hills	2.39	0.89	+1.50	5.14	3.62	+42
	14. Orissa	2.39	0.29	+2.10	2.58	1.57	+64
	15. Chota Nagpur	1.79	0.15	+1.64	1.85	1.20	+43
NORTH-WESTERN PROVINCES AND ODISH.	16. South Bihar	0.70	0.05	+0.65	0.73	0.48	+52
	17. North do.	1.34	0.17	+1.17	1.42	0.64	+122
	18. N.-W. P. East	0.44	0.03	+0.41	0.44	0.35	+26
	19. South Oudh	0.35	0.04	+0.31	0.34	0.38	-11
	20. North do.	0.38	0.00	+0.38	0.38	0.55	-30
	21. N.-W. P. Central	0.31	0.02	+0.29	0.32	0.36	-11
	22. Do. West	0.78	0.06	+0.72	0.28	0.57	-51
	23. Do. East Submontane	0.90	0.09	+0.81	0.92	0.46	+100
	24. Do. West do.	0.20	0.15	+0.05	0.45	1.21	-63
	25. Do. Hills	0.81	0.35	+0.46	1.59	3.42	-54
PUNJAB	26. South-East Punjab	0.14	0.11	+0.03	0.26	0.70	-63
	27. South do.	0.02	0.20	-0.18	0.07	0.70	-91
	28. Central do.	0.13	0.33	-0.20	0.66	1.63	-60
	29. Punjab Submontane	0.16	0.30	-0.14	0.38	1.58	-70
	30. Do. Hills	0.22	0.30	-0.08	0.62	3.86	-84
	31. North Punjab	0.44	0.59	-0.15	1.55	3.62	-57
	32. West do.	0.03	0.13	-0.10	0.21	0.81	-74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	4.33	0.56	+3.77	5.99	1.95	+207
	34. Madras South-Central	2.31	0.29	+2.02	3.40	1.32	+150
	35. Coorg	2.65	0.52	+2.13	4.51	2.03	+122
	36. Mysore	1.08	0.17	+0.91	1.82	0.65	+180
	37. Kanakan	0.09	0.02	+0.07	0.18	0.09	+100
	38. Bombay Deccan	0.28	0.12	+0.16	0.60	0.44	+36
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0	0.03	-0.03	0.03	0.09	-67
CENTRAL PROVINCES AND BERAR.	41. Berar	0.02	0.03	-0.01	0.12	0.20	-59
	42. Central Provinces West	0.09	0.07	+0.02	0.14	0.44	-64
	43. Do do. Central	0.16	0.10	+0.06	0.25	0.72	-65
	44. Do do. East	0.84	0.19	+0.65	0.87	1.02	-15
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0.01	-100
	46. Kathiawar	0	0.10	-0.10	0	0.22	-100
	47. Sind	0	0.07	-0.07	0.67	0.31	+103
	48. Baluchistan Hills	0	0.43	-0.43	2.17	3.06	-29
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0.06	0.02	+0.04	0.06	0.20	-70
	50. Rajputana East, Central India West.	0.06	0.02	0	0.02	0.21	-90
	51. West Rajputana	0	0.04	-0.04	0	0.26	-100
MADRAS	52. East Coast North	0.83	0.07	+0.76	0.94	0.70	+34
	52A. Do. do. (a)	1.10	0.03	+1.07	1.10	1.58	-30
	53. Hyderabad South	0.28	0.26	+0.02	0.28	0.98	-71
	54. Madras Central	0.18	0.05	+0.13	0.26	0.24	+8
	55. East Coast Central	0.15	0.03	+0.12	0.15	0.37	-59
	56. Do. South	1.02	0.10	+0.92	1.49	0.55	+135
	57. Madras South	4.40	0.28	+4.12	5.09	1.70	+199

SIMLA, 20th April, 1899.

W. L. DALLAS,  
for Meteorological Reporter to the  
Government of India.  
T. W. HOLDERNESS,  
Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 15th April.*—The rainfall was most exceptional during the week; it was heavy on the West Coast and in the Southern districts and in parts of the Carnatic, the Central districts, and the Circars, and light showers were general elsewhere. Since the end of week more heavy rain has fallen on the East Coast and the south of Nellore and light rain in inland districts. The water-supply is generally sufficient, except in parts of the Deccan. Some sowings under irrigation and on the West Coast are going on. Preparations for the new season have begun. The standing crop is in good condition. Harvesting continues in some places and the yield is normal. Pasture is very scanty, but fodder is sufficient. The recent rain will benefit the standing crops, especially under wells, and produce some pasture. Prices continue almost stationary.

**Bombay.**—*For week ending 19th April.*—Slight rain fell in parts of six districts during the week. Reaping of late crops continues in eight and cotton-picking in four districts. Preparations for next season are progressing generally. Fodder is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in five and fallen in six districts; elsewhere they are stationary.

**Bengal.**—*For week ending 17th April.*—Rain, sufficient for present requirements, fell in all parts of the Province during the week; but in places in Bihar it is said to have injured the spring crops lying on the threshing ground. Ploughing is now general and sowing of autumn rice and jute and planting of sugarcane are in progress. Spring rice is maturing and in some places is being reaped. The *mahua* (*Bassia latifolia*) harvest in the Bhagalpur and Chota Nagpore divisions is almost over, and the outturn has been good. No want of fodder is reported. Prices are generally stationary.

**North-Western Provinces and Oudh.**—*For week ending 19th April.*—Stormy weather prevailed during the week accompanied by rain and hail in several districts. Slight damage from hail is reported in places. Harvesting operations are nearing completion and new grain is coming into the markets in parts. Sugarcane and extra crops are being irrigated where necessary. Indigo is being sown. Markets are well-stocked and fodder is sufficient. Prices have risen in a few districts, but are otherwise stationary to falling.

**Punjab.**—*For week ending 19th April.*—Rain has fallen in all districts, except Ferozepore, Mooltan, Amritsar, and Dera Ismail Khan. Harvesting of standing spring crops and sowings of extra spring and certain autumn crops continue. Sugarcane and cotton crops are being watered. The condition and prospects of the standing irrigated crops are reported average and of unirrigated crops below average or poor. More rain is wanted for autumn sowings in Shahpur. The outturn of spring crops is generally expected to be average or below average. The standing spring crops have been seriously damaged by hail in parts of the



Lahore, Peshawar, and Dera Ismail Khan districts. The condition of cattle is poor in Delhi and in parts of Dera Ismail Khan and good elsewhere. Fodder is reported sufficient in all districts, except in Delhi, Umballa, and parts of Dera Ismail Khan. Prices, especially of wheat, the chief food-staple, are rising in Umballa and Jullundur; falling in Rawalpindi and Dera Ismail Khan; and are unchanged elsewhere. Wheat is selling from 16 to 21, gram 20 to 23, barley 30 to 32, bulrush-millet 19 to 25, maize 28 to 35, great millet 20, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 18th April.*—The weather was generally unsettled during the week and rain has fallen in twelve districts, the rainfall in four districts measuring more than half-an-inch. The threshing of spring crops is proceeding. The planting of sugarcane is also in progress in Bhandara and Sambalpur. An abundant crop of *mahua* (*Bassia latifolia*) is being gathered and labourers derive much benefit from forest concessions in consequence. Village relief is being gradually extended in the distressed areas in Saugor and has been started in the Damoh tahsil. Water is getting scanty in parts of Mandla, Betul, Chanda, and Chhindwara. Fodder is insufficient in parts of seven districts and grain stocks are reported to be insufficient in the Hinghanga-ghat tahsil of Wardha. The range of prices is generally below the normal: the cheapest prices are—wheat 21, gram 35, rice 22, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 15th April.*—In Upper Burma reaping of island crops is approaching completion. Dry weather paddy is being harvested in Mandalay, Sagaing, and Kyaukse. The prospects of the standing crops continue unchanged. Slight rain fell during the week in several districts of Upper and Lower Burma. The price of paddy has risen in Prome, Pakókku, and Minbu; and has fallen in Thaton and Amherst, and has also slightly fallen in Rangoon.

**Assam.**—*For week ending 18th April.*—Rain fell in most districts during the week. Ploughing for and sowing of late broadcast rice are in progress. Transplanted early rice has been slightly damaged by hail in Sunamganj and Habiganj sub-divisions. Plucking of tea continues. Prospects are generally good, except in parts of Cachar, where red spider prevails. Pressing of sugarcane is nearly finished; the outturn is poor in Sylhet, but elsewhere is generally good. Sowing of jute continues in Sylhet and Goalpara. Planting of sugarcane has commenced in Kamrup. Prices—common rice—Silchar, Tezpur, and Nowgong 16; Sylhet and Dhubri 17; and Gauhati 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 19th April.*—**MYSORE:** Rainfall—fifteen cents in the Civil and Military station and general good rain in parts of the Province. The standing crops are in good condition. Prices have fallen in Kolar, Kadur, and Shimoga.

**COORG:** Rainfall—2 inches 87 cents. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 19th April.*—**BERAR:** The weather is hot and cloudy. Breaking up of land for the ensuing monsoon crop



continues. The fodder and water-supply remain insufficient in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall during the week 21 cents. The spring harvest is almost over. The standing winter-rice crop is in fairly good condition and is being harvested in parts. Prices of grain are almost stationary. Prices—wheat 10, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

**Central India.**—*For week ending 19th April.*—There was a slight fall of rain in Bundelkhand during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The standing crops are in fairly good condition. Agricultural stock and pasturage are in good condition. The prices are above normal in Bundelkhand and normal elsewhere. The condition of opium is fair in Malwa and good in Gwalior.

**Rajputana.**—*For week ending 19th April.*—Rainfall in cents—Abu 27; Ulwar 16; Kherwara 13½; and slight rain in Haraoti. Agricultural operations are progressing satisfactorily, except in Merwara. The state of the crops is generally good, except in Ajmere-Merwara, where it is fair. Harvesting of crops is approaching completion. The average estimated spring outturn in Kherwara is 3 and 6 annas. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. Fodder scarcity prevails in the States reported last week. Prices are rising in three States and are steady elsewhere. Twenty persons emigrated from Ajmere and 18 from Merwara during the week. The total emigration from Merwara up to date numbers 4,360. The numbers employed on relief works were—422 in Ajmere, 3,257 in Merwara, and 960 in Marwar. Prices—Ajmere 20½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 18th April.*—Rain fell during the week. The prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 15th April.*—Rainfall 1·50 inches. The weather has been cold and stormy, but the rain has benefited the wheat, and ground is now being prepared for the early rice crops. Price of rice 9½ seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 9TH APRIL 1899, AND FROM 1ST JANUARY TO 9TH APRIL 1898.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1899.	FIRST 9 DAYS OF APRIL 1898.				FIRST 8 DAYS OF APRIL 1899.				Earnings from 1st January to 9th April 1899.	Earnings from 1st January to 8th April 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.													
Standard gauge—													
East Indian	394	1,740	15,84,019	911	1,747	14,05,000	839	1,74,56,034	1,76,16,000	1,59,918	...	...	
Bengal Central	169	125	23,870	191	125	19,806	138	3,00,194	2,97,000	...	...	10,184	
Bengal Nagpur	181	982	2,14,345	283	1,186	2,15,000	181	23,31,740	27,19,000	4,77,260	...	...	
Indian Midland (including Bhopal-Itarsi)	171	900	1,74,599	277	978	1,58,000	190	18,30,218	19,59,000	1,28,782	...	...	
Baroda extn. (East Coast State)	191	21	3,159	383	21	3,800	181	61,762	40,500	...	...	21,262	
Madras-Eunir sec. (Baroda-Mad.)	119	8	1,324	147	9	1,100	122	14,857	15,800	943	...	...	
Metro gauge—													
Rajputana-Malwa (incldg. G.-R.-Nagda)	264	1,815	5,05,813	329	1,815	5,80,000	202	59,70,250	69,00,000	9,19,750	...	...	
Palampur-Deesa	44	17	860	51	17	800	47	8,057	10,100	2,043	...	...	
South Indian	161	1,042	2,17,813	269	1,025	1,87,000	168	23,05,584	21,34,000	...	...	71,584	
Mayavaram-Motupet	88	74	8,540	153	54	6,000	111	63,076	59,200	...	...	3,876	
Southern Mahratta (incldg. G.-M. Front. sec.)	103	1,165	1,03,240	168	1,163	1,38,000	118	15,78,731	14,08,000	...	...	1,707	
Mysore section (Southern Mahratta)	107	290	43,483	147	290	21,100	71	4,32,156	2,51,000	...	...	1,816	
Bengal and North-Western system	182	854	1,95,205	293	1,082	1,59,000	147	19,24,047	18,73,000	51,047	...	...	
Lucknow-Barailly	100	251	20,464	180	231	31,500	186	3,10,116	2,83,000	27,116	...	...	
Assam-Bengal	90	286	40,844	143	415	35,600	86	3,74,068	4,84,000	1,09,932	...	...	
Burma	223	854	3,42,241	269	894	1,49,000	213	31,74,211	27,70,000	4,04,211	...	...	
TOTAL	300	10,253	36,00,504	352	10,940	31,68,710	289	8,70,67,208	8,00,41,800	70,25,408	...	...	
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	11,10,090	385	2,039	8,38,000	268	1,17,09,835	94,04,000	...	...	23,05,835	
Qudhi and Kullikhand (incldg. m. g. link)	217	967	2,71,423	281	1,013	2,32,000	229	28,67,072	27,79,000	1,11,072	...	...	
Eastern Bengal (incldg. metre & 2' 6")	219	618	3,19,231	390	834	2,69,000	323	40,85,753	34,35,000	6,50,753	...	...	
East Coast (b)	118	380	81,697	152	795	1,05,000	182	9,00,782	10,68,000	1,57,218	...	...	
Special gauge—													
Jorhat	60	28	2,028	72	28	1,500	54	27,812	24,400	...	...	3,412	
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 494	6,400	5,906	...	...	
TOTAL	281	5,235	17,04,450	341	5,029	14,43,500	280	1,89,61,360	1,66,91,800	22,69,560	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	11,73,394	749	1,491	8,29,000	556	1,05,51,470	1,21,14,000	15,62,530	...	...	
Bombay, Baroda and Central India	775	451	5,32,250	1,173	441	3,67,000	796	38,66,484	44,75,000	5,88,534	...	...	
Madras	258	840	2,84,186	598	840	2,27,000	270	29,97,829	25,21,000	4,76,829	...	...	
TOTAL	430	2,792	19,90,830	710	2,792	14,21,000	510	1,74,14,154	1,91,10,000	16,95,846	...	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	18,239	74,71,853	401	19,411	60,35,200	311	7,44,01,744	7,48,76,700	4,64,956	...	...	
Standard gauge—													
Delhi-Unosla-Kalka	217	162	49,491	299	162	45,800	270	5,49,914	3,88,000	...	...	1,61,914	
Tarakeswar	220	23	14,404	698	23	12,300	539	1,07,416	98,000	...	...	9,416	
Southern Punjab (Delhi-Samaita)	75	400	31,014	79	423	32,000	78	2,81,230	3,32,000	70,770	...	...	
Tapri Valley	...	...	...	...	...	1,300	63	...	23,000	...	...	...	
Metro gauge—													
Brahmaputra-Sohaitpur	...	...	...	...	...	700	28	...	(17,000)	...	...	...	
Mymensingh-Jamshilpur-Jagannathganj	...	...	...	...	...	1,500	45	...	18,500	...	...	...	
Rohitak and Kumaon (Co.'s sec.)	137	66	10,415	294	66	10,800	164	1,32,439	1,14,000	1,60,439	...	...	
Hogwale-Hazrat	...	...	...	...	...	800	41	...	(12,700)	...	...	...	
Bengal Doonars	100	36	3,220	90	36	3,400	83	48,493	38,500	...	...	9,993	
Dibru-Sadiya	200	78	21,950	281	78	19,800	249	2,31,414	2,51,000	20,514	...	...	
Almudabai-Parantij	50	45	3,857	72	55	3,400	62	33,715	45,000	11,285	...	...	
Special gauge—													
Darjeeling-Himalayan	266	51	29,088	561	51	14,300	280	1,69,657	1,59,000	...	...	10,657	
Bani	150	21	4,812	229	21	4,300	205	44,444	24,000	...	...	20,444	
TOTAL	136	491	1,75,014	397	1,026	1,48,200	144	15,53,814	15,27,000	26,814	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bita-Groon	31	74	3,685	50	74	4,200	57	28,628	68,000	49,372	...	...	
Bhopal-Ujjain	70	114	10,932	96	114	13,700	120	1,16,750	1,76,000	59,250	...	...	
Nagda-Ujjain	86	85	4,281	123	84	2,500	74	35,770	30,000	...	...	5,770	
The Nizam's guaranteed state	235	334	1,14,040	182	334	83,200	246	10,71,013	10,63,000	...	...	8,013	
The Gaekwar's Pothad	70	13	1,234	98	13	1,400	108	7,152	12,000	4,848	...	...	
Rajpura-Bhatinda	140	108	10,547	163	108	19,900	123	2,01,873	1,51,000	...	...	50,873	
Kolar Gold-fields	408	19	5,622	592	19	3,200	559	57,132	43,700	...	...	13,432	
Metro gauge—													
Yavatpur-Mysore Frontier section (incldg. M. Nanjangud)	71	60	7,523	114	60	3,900	59	63,437	38,800	...	...	24,637	
The Gaekwar's Mehsana	81	93	9,849	107	93	8,100	87	69,105	94,000	4,895	...	...	
Kolhapur	55	39	3,151	74	39	2,800	67	20,051	24,500	4,449	...	...	
Special gauge—													
The Gaekwar's Dabhol	58	79	5,036	78	79	4,300	74	50,434	55,400	4,966	...	...	
Kalpipla	13	19	888	20	24	1,200	50	2,025	19,400	7,725	...	...	
Conch Betar	63	22	2,254	102	25	2,400	86	21,934	18,100	...	...	3,834	
TOTAL	133	966	1,54,270	185	1,003	1,44,500	744	17,60,323	17,76,500	16,177	...	...	
Lines owned & worked by n. states.													
Metro gauge—													
Bharatpur-Gondal-Junagadh-Portbandar	180	354	55,885	170	234	48,100	144	4,67,430	5,62,000	94,570	...	...	
Jetaiser-Rajkot	80	45	4,486	160	46	4,500	99	47,418	54,500	7,082	...	...	
Jamnagar	38	54	3,172	69	54	3,000	66	24,413	31,000	6,587	...	...	
Dhrol-Gadadri	...	...	...	...	...	1,800	86	...	19,800	...	...	...	
Jolhpura-Bikaner	60	361	30,741	84	407	44,400	100	5,30,323	5,87,000	2,07,677	...	...	
Udaipur-Chitor	42	60	2,952	49	60	2,800	47	29,227	43,000	13,773	...	...	
Special gauge—													
Morvi	62	64	9,379	100	64	9,700	108	82,209	1,14,000	30,791	...	...	
TOTAL	60	952	1,07,810	213	1,016	1,14,900	112	9,79,948	10,59,800	79,852	...	...	
GRAND TOTAL	279	21,119	78,30,547	371	22,456	64,42,200	257	7,87,02,325	7,95,60,800	8,28,275	...	...	

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli ry.  
(b) Includes Marwar-Madras ry.  
(c) Closed for traffic owing to floods.

(d) From 9th to 31st March 1899.  
(e) From 1st March to 8th April 1899.  
(f) From 1st to 8th April 1899.

G. LUBBOCK, Lieut., R.E.,  
Off. Under Secy. to the Govt. of India

SIMLA, the 20th April, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. I of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	Mean mileage worked	FIRST 9 DAYS OF APRIL 1899.				FIRST 9 DAYS OF APRIL 1899.				Earnings from 1st to 9th April 1899.	Earnings from 1st to 8th April 1899.	Increase.	Decrease.	
			Earnings.		Mean mileage worked.	Earnings.									
			TOTAL.	Per mile open.		TOTAL.	Per mile open.								
State lines worked by companies.															
Standard gauge—															
East Indian	Rs. 654	Miles. 1,740	Rs. 15,84,919	Rs. 911	Miles. 1,747	Rs. 14,65,000	Rs. 839	Rs. 15,84,919	Rs. 14,65,000	Rs. 1,19,919	Rs. 1,19,919				
Bombay Central	187	125	23,570	191	125	19,800	158	23,570	19,800	4,070	4,070				
Bombay Nagpur	139	882	2,44,245	283	1,196	2,16,000	181	2,44,245	2,16,000	29,245	29,245				
Central Midland (including Bhopal-Marsi)	155	600	1,73,508	217	868	1,56,000	180	1,73,508	1,56,000	17,508	17,508				
Madras extra. (East Coast State)	165	21	8,158	389	21	3,800	181	8,158	3,800	4,358	4,358				
Madras-Bombay sec. (Bewara-Mad.)	135	9	1,324	147	9	1,100	122	1,324	1,100	224	224				
State lines worked by the State.															
Standard gauge—															
North Western (a)	230	2,886	11,10,000	385	2,859	8,80,000	233	11,10,000	8,80,000	2,30,000	2,30,000				
North and Rohilkhand (including m. g. link)	196	907	9,71,423	281	1,013	2,32,000	229	9,71,423	2,32,000	7,39,423	7,39,423				
Eastern Bengal (including metre & 2' 6")	362	818	3,18,231	390	834	2,69,000	323	3,18,231	2,69,000	49,231	49,231				
East Coast (b)	108	536	51,687	132	795	1,05,000	132	51,687	1,05,000	46,687	46,687				
Special gauge—															
Jabalpur	69	28	2,028	72	28	1,500	54	2,028	1,500	528	528				
Chennai Company (a)	44														
TOTAL	215	5,236	17,81,439	341	5,629	14,48,000	270	17,81,439	14,48,000	3,33,439	3,33,439				
Lines worked by guaranteed cos.															
Standard gauge—															
Great Indian Peninsula system	281	1,431	11,75,384	788	1,481	8,28,000	557	11,75,384	8,28,000	3,47,384	3,47,384				
Bombay, Baroda and Central India	280	401	5,32,250	1,193	401	3,67,000	798	5,32,250	3,67,000	1,65,250	1,65,250				
Madras	261	810	2,84,180	338	840	2,27,000	270	2,84,180	2,27,000	57,180	57,180				
TOTAL	271	4,752	10,81,834	710	2,792	14,23,000	510	10,81,834	14,23,000	6,58,834	6,58,834				
TOTAL (GUARANTEED AND STATE) ASSOCIATED COMPANIES.															
Standard gauge—															
Delhi-Lahore-Kalka	207	162	48,401	200	162	43,800	270	48,401	43,800	4,601	4,601				
Lahore	278	32	14,046	638	22	12,300	559	14,046	12,300	1,746	1,746				
Southern Punjab (Delhi-Samaita)	42	400	31,614	70	428	32,000	70	31,614	32,000	386	386				
Upl Valley						1,800	53		1,800						
Special gauge—															
Hydrabad-Madras						700	28		700						
Hydrabad-Madras						1,500	45		1,500						
Hydrabad-Madras						10,800	104		10,800						
Central Deccan	140	38	3,226	90	38	3,000	83	3,226	3,000	226	226				
Hydrabad-Madras	198	78	23,855	281	78	19,400	248	23,855	19,400	4,455	4,455				
Hydrabad-Madras	45	55	3,867	72	55	3,400	62	3,867	3,400	467	467				
Special gauge—															
Hydrabad-Madras	274	51	28,088	551	51	14,200	280	28,088	14,200	13,888	13,888				
Hydrabad-Madras	125	31	4,812	229	31	1,200	205	4,812	1,200	3,612	3,612				
TOTAL	147	391	1,76,614	192	1,028	1,48,200	144	1,76,614	1,48,200	28,414	28,414				
Lines owned by native states and worked by other agencies.															
Standard gauge—															
Bombay	26	71	8,985	50	74	4,200	37	8,985	4,200	4,785	4,785				
Bombay-Ujjain	61	114	10,932	96	114	18,700	120	10,932	18,700	2,768	2,768				
Ujjain-Ujjain	60	35	4,291	129	34	2,500	74	4,291	2,500	1,791	1,791				
The Nizam's Guaranteed State	211	334	1,14,340	342	334	83,200	249	1,14,340	83,200	31,140	31,140				
The Gaekwar's State	64	13	1,234	96	13	1,400	108	1,234	1,400	166	166				
Hydrabad-Madras	322	108	16,847	108	108	13,200	121	16,847	13,200	3,647	3,647				
Kolar Gold-fields	402	10	5,022	302	10	3,500	260	5,022	3,500	1,522	1,522				
Special gauge—															
Hydrabad-Madras	27	334	36,085	170	334	48,100	144	36,085	48,100	12,085	12,085				
Hydrabad-Madras	27	334	36,085	170	334	48,100	144	36,085	48,100	12,085	12,085				
Hydrabad-Madras	27	334	36,085	170	334	48,100	144	36,085	48,100	12,085	12,085				
TOTAL	120	396	1,84,270	183	1,003	1,44,500	144	1,84,270	1,44,500	39,770	39,770				
Lines owned & worked by n. states.															
Standard gauge—															
Hydrabad-Madras	27	334	36,085	170	334	48,100	144	36,085	48,100	12,085	12,085				
Hydrabad-Madras	27	334	36,085	170	334	48,100	144	36,085	48,100	12,085	12,085				
Hydrabad-Madras	27	334	36,085	170	334	48,100	144	36,085	48,100	12,085	12,085				
TOTAL	78	396	1,07,610	113	1,016	1,14,300	112	1,07,610	1,14,300	6,490	6,490				
GRAND TOTAL															
	247	31,119	78,39,547	371	32,436	64,42,200	387	78,39,547	64,42,200	13,77,300	13,77,300				

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rly.  
(b) Includes Bewara-Madras rly.

(c) Closed for traffic owing to floods.

G. LUBBOCK, Lieut., R.E.,  
Offg. Under Secy. to the Govt. of India.

Printed, the 20th April, 1899.



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SUPPLEMENT TO

# The Gazette of India.

No. 17.]

CALCUTTA, SATURDAY, APRIL 29, 1899.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue)*  
(In thousands of Rupees)

	IN THE TWELVE MONTHS, APRIL TO MARCH, OF									
	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores	2.39	2.81	3.17	3.12	3.45	3.93	3.40	3.85	3.67	3.48
Liquors:										
Spirit	49.29	53.40	51.96	54.39	52.99	55.07	59.15	59.48	60.12	63.03
Other liquors	6.78	6.83	7.16	6.81	6.70	6.29	7.28	6.63	6.17	6.64
Apparel, including haberdashery and millinery	—	—	—	—	—	7.84	7.21	6.84	5.60	6.39
Chemical products and preparations	—	—	—	—	—	2.58	2.75	2.19	2.70	2.66
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	4.18	10.98	—	—	—
Piece goods, grey	—	—	—	—	—	19.30	59.82	50.34	45.02	46.10
" white	—	—	—	—	—	8.41	21.60	20.06	18.71	17.28
" coloured	—	—	—	—	—	5.81	23.22	19.71	14.32	19.43
Other goods	—	—	—	—	—	75	2.74	2.02	1.70	1.85
Drugs, medicines, and narcotics	—	—	—	—	—	3.53	3.51	3.43	3.80	3.73
Dyeing and tanning materials	—	—	—	—	—	3.12	3.98	3.53	4.28	4.40
Glass and glassware	—	—	—	—	—	3.18	3.71	3.53	2.89	3.31
Hardware and cutlery	—	—	—	—	—	7.20	7.16	7.64	7.44	7.37
Metals:										
Copper	—	—	—	—	—	3.74	9.69	4.68	6.98	8.23
Iron and steel	—	—	—	—	—	2.88	4.09	3.92	4.29	3.59
Silver	—	—	—	—	—	34.89	35.59	32.65	43.39	28.68
Tin	—	—	—	—	—	1.66	1.83	1.32	1.18	.79
Other metals	—	—	—	—	—	5.17	2.56	2.15	2.81	2.71
Oils; Petroleum	16.24	16.50	17.47	20.23	26.30	31.80	40.01	41.27	52.18	47.15
Paints and colours	—	—	—	—	—	1.64	1.88	1.73	1.74	1.89
Paper	—	—	—	—	—	1.88	2.52	2.29	2.04	2.27
Provisions	—	—	—	—	—	5.83	10.36	8.99	9.79	8.74
Silk, raw and manufactured	—	—	—	—	—	11.98	14.64	11.36	9.58	10.92
Spices	—	—	—	—	—	3.04	3.67	3.42	4.04	4.79
Stationery	—	—	—	—	—	1.43	1.46	1.46	1.22	1.28
Sugar	—	—	—	—	—	14.07	15.25	16.22	24.01	21.37
Tea	—	—	—	—	—	3.07	2.51	2.70	1.03	1.00
Umbrellas	—	—	—	—	—	1.70	2.71	1.53	1.68	1.21
Wood and timber	—	—	—	—	—	1.11	3.51	1.19	1.11	.91
Woollen goods	—	—	—	—	—	7.73	7.40	8.50	6.79	7.66
Imports by post	1	1	1	1	10	1.43	1.53	1.48	1.47	1.72
All other articles	3	3	4	3	9.46	24.27	24.32	22.87	23.88	23.90
<b>TOTAL</b>	<b>74.74</b>	<b>79.58</b>	<b>79.8</b>	<b>84.59</b>	<b>99.06</b>	<b>2,90.71</b>	<b>3,99.04</b>	<b>3,58.08</b>	<b>3,75.53</b>	<b>3,61.85</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour	73.13	92.59	86.27	75.01	66.90	91.57	93.75	76.73	74.62	1,01.61
<b>TOTAL GROSS REVENUE</b>	<b>1,47.87</b>	<b>1,72.17</b>	<b>1,66.07</b>	<b>1,59.60</b>	<b>1,65.96</b>	<b>3,82.28</b>	<b>4,92.79</b>	<b>4,35.71</b>	<b>4,50.15</b>	<b>4,63.47</b>
<b>TOTAL NET REVENUE</b>	<b>1,44.43</b>	<b>1,68.11</b>	<b>1,63.40</b>	<b>1,55.71</b>	<b>1,61.85</b>	<b>3,74.36</b>	<b>4,82.09</b>	<b>4,24.11</b>	<b>4,41.81</b>	<b>4,54.29</b>
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal	23.69	25.71	26.76	29.07	34.81	86.12	1,47.53	1,34.75	1,36.41	1,32.64
{ Import	15.77	20.19	21.41	18.25	16.07	19.82	29.33	12.62	13.69	21.83
{ Export	20.44	22.35	21.88	22.73	32.33	1,33.76	1,57.07	1,39.63	1,48.93	1,39.74
Bombay	2.44	2.06	1.91	2.79	2.29	3.90	3.17	2.98	3.41	4.04
{ Import	6.20	7.51	7.25	6.79	7.52	15.37	21.82	22.73	24.63	21.81
{ Export	.78	.85	.84	.82	.62	.88	.68	.61	.94	1.69
Madras	11.15	12.13	11.97	11.46	11.33	29.39	34.03	28.46	32.50	28.96
{ Import	6.15	4.56	3.72	4.24	5.30	6.87	5.09	7.29	9.26	5.32
{ Export	11.07	9.81	9.44	11.33	10.43	10.71	29.50	26.58	30.27	28.99
Burma	46.74	62.89	58.22	47.33	40.35	58.45	62.87	49.46	46.37	66.27



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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 22nd, 1899.**

Pressure conditions have changed considerably during the week under review. The relatively high pressures which existed over North-Eastern and Northern India last week have given way, and pressure has been steadily high in Southern and low in Northern India. But, though this distribution is more normal and regular, and the winds have been less easterly and more westerly than during the two preceding weeks, the weather has continued very unsettled and the mean temperature much lower than the average. The rainfall was general and moderately heavy over the Peninsula during the early part of the week under review, but after Wednesday, the 19th, the fall became both more scattered and lighter. Occasional showers have been received over the Central Provinces, while daily showers have been received over parts of Assam and Bengal. In North-West India there were some scattered showers at the beginning of the week, but during the latter half the weather was fine. The temperature conditions were very remarkable—more particularly at the close of the week, when in every province of India (excluding Burma) the heat was less than usual, and in some the deficiency of temperature was most exceptional.

**Daily Summary.**—*Sunday, April 16th.*—Pressure was high and above the normal over Burma, North-East India and across the head of the Peninsula; it was low and below the normal over the south of the Peninsula and Ceylon and was lowest and considerably below the normal over North-West India where a well-marked depression was shown. The winds were cyclonic in the north-west, easterly along the foot of the Himalayas and over part of the Peninsula and about normal elsewhere. The weather was very cloudy over the Peninsula where rain had fallen generally and was slightly clouded over the Central Provinces and part of North-East and North West India where scattered light showers were received. The mean temperature was slightly or moderately higher than usual over Burma and slightly to largely higher than usual over the Punjab, Sind, Rajputana, Bombay, Central India and part of the Central Provinces. Elsewhere the weather was cooler than usual—more particularly in Bengal and the south of the Peninsula.

*Monday, April 17th.*—The depression noticed in North-West India on the 16th had moved eastward, at the same time filling up and was apparently central near Agra. Pressure was becoming higher over Tenasserim and the Peninsula, but this was the only important change. There were still some easterly winds along the foot of the hills and in parts of the Peninsula, and the winds were more northerly than usual in the north-west. The weather was cloudy to overcast over the Peninsula where rain had again been fairly general and heavy, and some scattered showers had been received over Assam, some central districts



and parts of North-West India. Temperature had fallen fast over the Punjab and the Madras Deccan and risen fast over North-East India. The mean temperature was very low over the Peninsula and considerably below the normal over parts of Bengal and the Punjab.

*Tuesday, April 18th.*—Pressure was low over the Punjab, Eastern Rajputana and the Gangetic Plain and was high over the Peninsula and Sind. Consequently north-westerly winds prevailed over a large part of North-West India and westerly winds across the head of the Peninsula and the central parts of the country. Easterly breezes, however, continued to be reported along the foot of the Himalayas and south-easterly winds in parts of the Peninsula. Rain had continued to fall over the Peninsula, and scattered showers continued to be received over a considerable part of Northern India. Temperature had, on the whole, risen, but the heat remained largely below the normal over the Peninsula and considerably below over the Punjab and Bengal.

*Wednesday, April 19th.*—Pressure had changed irregularly, the principal change having been a large rise over part of North-West India. Pressure was lowest in the North-West Provinces and was relatively low over the Western desert and over Upper Burma, while it was highest in the extreme south. The wind was more northerly than usual over North-West India, more southerly than usual over the Peninsula, but was about normal elsewhere, though there were still some easterly winds along the foot of the Eastern Himalayas. Rain had continued to fall over the west of the Peninsula, but in the east, as well as over the plains of Northern India, the rainfall had almost ceased. The mean temperature had risen over parts of North-East India and of the south of the Peninsula, but had generally fallen elsewhere—more particularly in North-West India where the heat was much less than usual.

*Thursday, April 20th.*—Pressure had fallen again in the north-west where the change had been rapid. Pressure was low over Northern India and high in the extreme south. The winds were unusually northerly over North-West India; they were fairly normal over the Bay area and were variable in direction elsewhere. The weather was cloudy over parts of the Peninsula, of the central districts and of North-East India, and a few scattered showers had been received over those districts. Temperature had fallen fast over the North-West Provinces and Central India, and the heat was very low for the time of year over North-West India and over the Deccan.

*Friday, April 21st.*—Pressure remained low in the north and high in the south, and shallow depressions were shown—one over the west of the North-West Provinces and a second over Upper Burma. The wind directions were very variable, while the force was strong and gusty over a large part of the country. The weather was generally unchanged, and scattered showers had been received over parts of North-East India, the Central Provinces, North Madras and the west of the Peninsula. The mean temperature had changed irregularly and was very low for the time of year except in Burma and North-East India.

*Saturday, April 22nd.*—The pressure changes were again irregular, but the general conditions were unchanged, pressure remaining low over Northern and



high over Southern India. The wind directions were variable, and calms were reported from the Punjab and the Gangetic Plain. Thunderstorms had given rain to parts of Bengal, Assam, the west of the Central Provinces and the Peninsula. Temperature had risen a little in parts of North-Western and of Central India, but had fallen elsewhere. The heat was less than usual in all provinces or divisions except Burma, the deficiency being extraordinarily large in some central districts.

**Temperature.**—The most marked feature in the weather of the past week has been the very low temperature prevailing over the greater part of the country. This relative coolness has been in part due to the occurrence of snow on the North-West Himalayas, and an outflow of cold air from the mountain regions, in part due to abnormally heavy and extensive rainfall and in part to light thundershowers which have locally depressed the day temperatures—in some cases to an extraordinarily large extent.

The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.							Mean variation of week.
	16th	17th	18th	19th	20th	21st	22nd	
Burma	+1.2	+0.7	+1.5	+1.7	+2.1	+2.3	+1.6	+1.6
Assam	-1.8	-1.3	-0.7	-2.4	-1.0	-0.1	-0.3	-1.1
Bengal	-3.0	-0.3	-0.5	+0.7	+1.7	+1.5	-2.9	-0.4
Orissa	-4.8	-1.6	-1.1	+1.4	+0.3	-2.8	-8.1	-2.4
Bihar	-6.0	-1.9	-1.8	+0.4	+1.2	+0.1	-1.8	-1.4
Chota Nagpur	-5.9	-3.5	-3.7	-0.7	-0.1	-5.3	-7.7	-3.8
N.-W. P. and Oudh	-2.2	+1.5	+1.6	+0.8	-5.1	-4.3	-4.2	-1.7
Punjab	+2.1	-2.4	-2.6	-9.7	-10.1	-7.7	-5.8	-5.2
Sind	+3.7	+2.3	+1.0	-6.2	-3.9	-6.4	-3.3	-1.8
Rajputana	+4.3	+4.1	+3.1	-6.8	-7.9	-5.5	-4.6	-1.9
Gujarat	+3.6	+3.5	+4.7	-1.3	-2.1	-5.0	-2.9	+0.5
Central India	+3.8	+3.7	+3.5	+1.2	-6.2	-4.5	-4.4	-0.4
Central Provinces	+0.2	+0.1	+1.8	+1.9	-0.4	-5.1	-8.6	-1.4
Berar	-0.3	0	+0.8	+1.1	+1.9	-5.0	-18.8	-2.9
West Coast	-2.4	-0.7	-0.3	-1.4	-1.8	-1.5	-2.6	-1.5
Bombay Deccan	-0.7	-1.9	-2.6	-2.6	-2.6	-5.3	-9.5	-3.5
Mysore	-6.4	-8.0	-3.6	-3.8	-3.7	-2.6	-2.9	-4.4
Madras Coast	-2.8	-4.2	-3.5	-1.9	+0.7	-1.4	-3.2	-2.3
Madras Deccan	-6.9	-10.5	-8.1	-6.7	-4.5	-4.8	-4.4	-6.6
South India	-10.8	-9.6	-6.4	-5.7	-3.9	-2.7	-2.5	-5.9
Mean for whole of India	-1.7	-1.5	-0.8	-2.0	-2.3	-3.3	-4.8	-2.3

The mean temperature of the whole country was lower than usual on each day of the week, the deficiency ranging from 0.8° on the 18th to as much as 4.8° on the 22nd. The provincial variations show that the heat during the week was greater than usual in Burma, was about normal in Bengal, Gujarat and Central India and was less than usual elsewhere, the deficiency being very large in the case of the Punjab, the Madras Deccan and South India.



The following were the highest maxima reported on each day, the reading, as was natural under the conditions disclosed in the above table, having been in no case very high :

April 16th	107.8°	at Ahmedabad.
" 17th	108.6°	" Deesa.
" 18th	109.8°	" Ahmedabad.
" 19th	108.7°	" Bhavnagar.
" 20th	108.9°	" Gaya.
" 21st	106.6°	" Mandalay.
" 22nd	105.6°	" Minba.

**Rain.**—The rainfall during the week under review has been as general and widespread as during the preceding week, but, on the whole, the amount has been less and the rainfall lighter. Most of the rainfall in the north-west was connected with the depressions which appeared during the week on the frontier and thence passed eastward across North-West India to the Gangetic Plain, while the rainfall over the Peninsula was apparently attributable to the moist easterly winds which blew from the Bay across the southern half of India. In North-East India, Assam and Burma most of the rainfall occurred during thunderstorms. The rainfall returns for the week show that over Burma what rain fell occurred on the 21st and 22nd; in Assam the rainfall was spread out throughout the week; in Bengal the fall occurred mainly on the 18th and on the 21st and 22nd; in Bihar and Upper India the rain occurred principally on the 18th and 19th; in Malabar rain fell on most days of the week, and in Mysore, the Deccan and the Konkan the rainfall was spread out throughout the week; in the central parts of India rain fell generally on the 20th, 21st and 22nd, while over the Madras Presidency the fall occurred chiefly on the 16th, 17th and 18th and on the 22nd.

The rainfall table at the close of the summary shows that rain during the week fell in no less than forty-nine of the rainfall divisions, but of these forty-nine divisions, ten report an average actual rainfall of less than one-tenth of an inch, so that in these divisions—*vis.*, Upper Burma, South Oudh, the west of the North-West Provinces, the two submontane divisions of the North-West Provinces, the South-East Punjab, the South Punjab, the West Punjab, Baluchistan and Central India (East) as well as in Deltaic Burma, Central Burma, the central division of the North-West Provinces, Gujarat, Kathiawar, Sind, the east of Rajputana and the west of Central India and west Rajputana the rainfall of the week has been actually or practically *nil*. In all the remaining divisions more or less effective rain has been received, the average actual amounts varying from 6.67 inches in the Surma Valley of Assam and 4.22 inches in Malabar, to 0.10 inch in South Bihar and 0.11 inch in Tenasserim, the east of the North-West Provinces and the submontane division of the Punjab. The second column of the table shows that during the week under review showers are anticipated in nearly all parts of the Indian region, while the third column shows that, on the whole, but particularly over North-East India and the Peninsula, the actual rainfall has been heavier than the normal. The excess is greatest in the Surma division of Assam (+4.16 inches), but in Malabar (+3.45 inches), the Konkan (+3.16 inches), the central division of the



East Coast (+3.01 inches) and the south division of the East Coast (+2.67 inches) it is large and is more than 1 inch in the case of South-Central Madras, Coorg, Mysore, the Bombay Deccan, the north of the East Coast, Central Madras and South Madras. In Burma, the hill division of Assam and some divisions in North-West India the small average fall for the week was not reached:

The following were the principal large totals recorded at individual stations during the week:

Assam	Karimgunj	11.29 inches.
Bengal	Pirojpur (Barisal)	3.82 "
	Basirhat (24 Parganas)	5.49 "
N.-W. P.	Robertsganj (Mirzapur)	1.01 "
Punjab	Kharian (Gujarat)	0.93 "
	Abbottabad	2.71 "
Malabar	Suddur	10.43 "
Mysore	Holalkere (Chitaldroog)	5.80 "
Konkan	Mandangad (Ratnagiri)	13.48 "
Deccan	Godag (Dharwar)	6.01 "
Berar	Karinja (Amraoti)	4.53 "
Madras	Chodavaram (Godaveri)	5.16 "
	Vinukonda (Kistna)	7.22 "
	Vedaramen (Tanjore)	8.66 "

The three concluding columns of the table exhibit the actual and normal rainfall for the period from the 26th February to the 22nd April, and show that the rainfall has been heavier than usual over Assam, Bengal, Bihar, the east and east submontane divisions of the North-West Provinces, the east of the Central Provinces, Sind and nearly all the Peninsular divisions, while Burma, the Gangetic Plain, the Punjab, the west and centre of the Central Provinces, Gujarat, Kathiawar, Baluchistan, Central India and Rajputana have all received less than the usual amount of rain. The excess over the Peninsula is very large and is mainly attributable to the heavy rainfall of the past two weeks.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WHEAT ENDING APRIL 1899, 1899.			RAINFALL DATA FROM FEBRUARY BOTH TO APRIL 1899, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in Inches.	Average actual rainfall of season to date.	Average normal rainfall, February both to April 1899.	Excess or de- ficiency of (ex- cess) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	0'11	1'08	- 0'97	0'41	2'53	- 84
	2. Lower Burma Deltaic.	0	0'36	- 0'36	0'30	1'33	- 77
	3. Central do.	0	0'21	- 0'21	0'50	0'59	- 15
	4. Upper do.	0'06	0'36	- 0'30	0'28	1'24	- 77
	5. Arakan	0'23	0'54	- 0'31	0'74	1'13	- 35
BENGAL AND ASSAM	6. Eastern Bengal	1'37	0'02	+ 0'45	7'52	5'06	+ 49
	7. Assam Surma	6'67	2'51	+ 4'16	22'04	19'62	+ 12
	8. Do. Hills	0'49	1'77	- 1'28	18'47	10'21	+ 81
	9. Do. Krahmaputra	1'79	1'51	+ 0'28	11'78	8'35	+ 41
	10. Deltaic Bengal	0'89	0'54	+ 0'35	4'33	3'28	+ 32
	11. Central do.	0'50	0'27	+ 0'23	2'21	1'80	+ 23
	12. North do.	0'78	0'62	+ 0'16	5'88	2'01	+ 102
	13. Bengal Hills	0'74	0'89	- 0'15	5'88	4'51	+ 30
	14. Orissa	1'28	0'34	+ 0'94	3'86	1'91	+ 102
	15. Chota Nagpur	0'18	0'13	+ 0'05	2'48	1'42	+ 75
NORTH-WESTERN PROVINCES AND ODDH.	16. South Bihar	0'10	0'06	+ 0'04	0'83	0'54	+ 54
	17. North do.	0'20	0'11	+ 0'09	1'75	0'75	+ 133
	18. N.-W. P. East	0'11	0'02	+ 0'09	0'54	0'37	+ 46
	19. South Oudh	0'01	0'01	0	0'24	0'40	- 15
	20. North do.	0'16	0'01	+ 0'15	0'54	0'56	- 4
	21. N.-W. P. Central	0	0'03	- 0'03	0'32	0'39	- 18
	22. Do. West	0'01	0'02	- 0'01	0'20	0'59	- 51
	23. Do. East Submontane	0'09	0'05	+ 0'04	1'02	0'52	+ 96
	24. Do. West do.	0'67	0'02	+ 0'65	0'52	1'22	- 57
	25. Do. Hills	0'27	0'17	+ 0'10	1'5	3'59	- 49
PUNJAB	26. South-East Punjab	0'05	0'04	+ 0'01	0'31	0'74	- 58
	27. South do.	0'03	0'07	- 0'04	0'10	0'86	- 88
	28. Central do.	0'21	0'12	+ 0'09	0'86	1'75	- 51
	29. Punjab Submontane	0'11	0'12	- 0'01	0'53	1'70	- 69
	30. Do. Hills	0'39	0'29	+ 0'10	1'06	4'14	- 74
	31. North Punjab	0'90	0'30	+ 0'60	2'45	3'02	- 18
	32. West do.	0'06	0'06	0	0'27	0'88	- 69
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	4'22	0'77	+ 3'45	10'20	2'72	+ 275
	34. Madras South-Central	1'57	0'51	+ 1'06	5'38	2'03	+ 165
	35. Coorg	1'72	0'53	+ 1'19	6'23	2'56	+ 139
	36. Mysore	2'05	0'36	+ 1'69	3'96	1'01	+ 282
	37. Konkan	3'21	0'05	+ 3'16	3'39	0'15	+ 2160
	38. Bombay Deccan	1'19	0'13	+ 1'06	1'79	0'57	+ 214
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'51	0'03	+ 0'48	0'55	0'12	+ 358
CENTRAL PROVINCES AND BERAR.	41. Berar	0'71	0'05	+ 0'66	0'83	0'34	+ 144
	42. Central Provinces West	0'13	0'05	+ 0'08	0'27	0'48	- 44
	43. Do do. Central	0'15	0'04	+ 0'11	0'40	0'76	- 47
	44. Do do. East	0'59	0'07	+ 0'52	1'45	1'08	+ 34
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0'01	- 100
	46. Kathiawar	0	0'04	- 0'04	0	0'26	- 100
	47. Sind	0	0'02	- 0'02	0'67	0'35	+ 91
	48. Baluchistan Hills	0'04	0'23	- 0'19	2'21	3'39	- 33
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0'01	0'01	- 0'01	0'07	0'22	- 68
	50. Rajputana East, Central India West.	0	0'01	- 0'01	0'02	0'22	- 91
	51. West Rajputana	0	0'02	- 0'02	0	0'28	- 100
MADRAS	52. East Coast North	0'38	0'22	+ 0'16	2'32	0'92	+ 152
	52-A. Do. do. (a)	1'30	0'67	+ 0'63	2'40	2'25	+ 7
	53. Hyderabad South	0'77	0'13	+ 0'64	1'05	1'10	- 5
	54. Madras Central	1'62	0'16	+ 1'46	1'88	0'40	+ 370
	55. East Coast Central	3'10	0'09	+ 3'01	3'25	0'46	+ 607
	56. Do. South	2'80	0'13	+ 2'67	4'08	0'68	+ 500
	57. Madras South	1'57	0'42	+ 1'15	6'66	2'12	+ 214

W. L. DALLAS,

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Government of India.

T. W. HOLDERNESS,

Secretary to the Government of India.

SIMLA, 27th April, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 22nd April.*—The rainfall of the week was exceptionally heavy throughout the Presidency, except in Tinnevely, where it was normal. The water-supply is sufficient and freshets have occurred in some rivers. Ploughing is in progress in many places. The standing crop is in good condition. The harvest continues with normal yield. Pasture is scarce, but fodder is sufficient. Cattle are in normal condition. Prices have fallen slightly in the northern half of the Presidency and are almost stationary elsewhere.

**Bombay.**—*For week ending 26th April.*—The rainfall was almost general in the Konkan, Deccan, and Karnatic; heavy in parts of Konkan; and moderate or light elsewhere. Cotton in parts of Dharwar has been damaged by rain. Reaping of late crops continues in five and cotton-picking in three districts. Preparations for the next season are progressing generally. The fodder-supply is sufficient, except in parts of Sind. Agricultural stock is healthy. Prices have risen in five and fallen in six districts; elsewhere they are stationary.

**Bengal.**—*For week ending 24th April.*—There was rain in almost every district during the week and agricultural prospects are favourable. Ploughing is general and the sowing of autumn rice and jute is going on in several districts. Sugarcane is still being planted in some districts and *cheena* (*Panicum frumentaceum*) is being sown in Bihar. The harvesting of the spring rice is progressing. There is no want of fodder, and the general condition of cattle is good. The price of common rice is practically stationary.

**North-Western Provinces and Oudh.**—*For week ending 26th April.*—Light showers are reported from some districts and were in a few accompanied by hail. Threshing and winnowing of the spring crops are in progress and nearing completion in parts. Extra crops and sugarcane are being irrigated. Indigo sowings continue. Prospects are favourable; supplies and fodder are sufficient; and prices are stationary to falling.

**Punjab.**—*For week ending 26th April.*—Rain has fallen in Rawalpindi and in parts of Delhi, Ferozepore, Lahore, Amritsar, Sialkot, and Dera Ismail Khan districts. Harvesting of spring crops, sowing of extra spring crops, and irrigation of sugarcane and cotton crops continue. Sowings of rice have commenced in Peshawar. The condition of the standing crops is generally average on irrigated and below average or poor on unirrigated areas. The condition of cattle is said to be poor in Delhi and in parts of Dera Ismail Khan and fair elsewhere. Fodder is reported sufficient in all districts, except in Delhi, Umballa, Shahpur, and in parts of Dera Ismail Khan. Prices, generally of wheat, are rising in Rawalpindi, Peshawar, and Dera Ismail Khan; falling in Umballa, Jullundur, Lahore, Amritsar, and Sialkot; and are unchanged elsewhere. Wheat is selling from 16½



to 21, gram 19½ to 23, barley 30 to 32, bulrush-millet 19 to 23½, maize 28 to 38, great millet 20 to 32, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 25th April.*—The weather has been occasionally stormy during the week. In the Nagpur country rain has fallen in nine districts causing a fall in the temperature, but the days are now growing hot again. Threshing of spring crops is reaching completion. The rain is reported to have damaged unthreshed crops in the Simga tahsil of Raipur. Sugarcane planting continues in Sambalpur. In Saugor and Damoh forest concessions afford much relief to labourers in the collection of *mahua* (*Bassia latifolia*) and other forest products. Village relief is in progress in both districts. The water-supply is becoming scarce in parts of Mandla, Betul, Chanda, and Chhindwara. Fodder is scarce in parts of seven districts and grain stocks are also insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 20, gram 35, rice 20, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 22nd April.*—In Upper Burma reaping of dry weather paddy is progressing in Mandalay, Sagaing, and Kyaukse, and the crop is in ear in Thayetmyo and Bhamo. Miscellaneous crops are still being harvested in some districts. Clearing and burning for cultivation of hill paddy are in progress in Bhamo, Myitkyina, the Ruby Mines district, and the Southern Shan States. The standing crops are in fair or good condition except in parts of Mandalay. The price of paddy has fallen slightly in Rangoon, Proma, Bassein, Henzada, and Amherst and has risen in Thongwa; elsewhere it is unchanged.

**Assam.**—*For week ending 25th April.*—The weather is too cold and wet for the growth of tea in Cachar, Sibsagar, and Lakhimpur; elsewhere the prospects of tea are fair. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Land is being prepared for late rice. Reaping of low land transplanted rice has commenced in Sylhet. Pressing of sugarcane still continues in places and the outturn is generally good. Sowing of jute continues in Sylhet and Goalpara. Prices—common rice—Silchar, Dhubri, Tezpur, and Nowgong 16; Sylhet 18; Gauhati 15; Sibsagar 12; and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 26th April.*—**MYSORE:** Rainfall—six cents in the Civil and Military station and general good rain in parts of Bangalore, Tumkur, Hassan, Chitaldrug, Kadur, and Shimoga. Prices have slightly risen in Bangalore, Kolar, Hassan; and have fallen in Mysore and Kadur. *Ragi* (*Eleusine coracana*) has been sown in Kolar and Mysore.

**COORG:** Rainfall—29 cents. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 26th April.*—**BERAR:** The weather is warm and cloudy. Ploughing of fields for the rain crop is in progress. Fodder and water scarcity prevails in parts of the Province. Prices are almost steady.



**HYDERABAD:** Rainfall during the week 25 cents. The spring harvest is nearly over and the winter rice harvest has commenced in parts. Prices of grain are almost steady. Prices—wheat 10, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

**Central India.**—*For week ending 26th April.*—No rain fell in Central India during the week. Agricultural operations have been completed in Bundelkhand and are in progress elsewhere. The crops, agricultural stock, and pasturage are in fairly good condition. Prices are about normal in Bundelkhand; normal elsewhere. The condition of opium is good in Gwalior and fair in Malwa.

**Rajputana.**—*For week ending 26th April.*—Agricultural operations are progressing satisfactorily, except in Merwara. Sowings have commenced in Sirohi and ploughing and manuring lands in Jhallawar; and breaking up of the soil for the next crop is in progress in parts of Ajmere-Merwara. The harvesting of crops is approaching completion. Cattle are in poor condition in Marwar, Haraoti, and Ajmere; elsewhere they are in good condition. Fodder scarcity prevails in the States reported last week. Prices are rising in Meywar; falling in Jhallawar; and are steady elsewhere. Nineteen persons emigrated from Ajmere and 11 from Merwara during the week. The total emigration from Ajmere-Merwara up to date numbers 4,371. The numbers employed on relief works were—426 in Ajmere; 3,327 in Merwara; and 965 in Marwar. Prices—Ajmere 20½, Beawar 22, Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 25th April.*—Rain fell during the week. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 26th April.*—No rain. Prices are generally stationary. Prices—wheat 17 and maize 25 seers per rupee. The condition of the standing crops is fair. Fodder is scarce.

**Nepal.**—*For week ending 22nd April.*—Rainfall 0·14 inch. The weather is stormy with high winds. Crop prospects continue good. Price of rice 9½ seers per rupee.

T. W. HOLDERNESS,  
*Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 15TH APRIL 1899, AND FROM 1ST JANUARY TO 15TH APRIL 1898.**

N.B.—As regards the figures in column Total earnings from 1st January, 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 15th APRIL 1898.				WEEK ENDING 15th APRIL 1899.				Earnings from 1st January to 15th April 1899.	Earnings from 1st January to 15th April 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State Lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	18,55,405	721	1,717	12,74,000	729	1,81,11,480	1,88,90,000	1,78,511			
Bengal Central	103	125	14,924	170	125	14,000	117	3,21,103	3,18,000				
Bengal Nagpur	181	256	2,20,650	256	1,186	1,84,000	153	24,82,990	28,93,000	4,45,510			
Indian Midland (including Bhopal-Naras)	171	809	1,32,529	168	885	1,45,000	167	19,67,777	21,14,000	1,90,223			
Bombay & C. (East Coast State)	191	21	4,395	200	21	2,600	133	66,157	64,700				
Washermanpet-Ennur sec. (Bor.-Mad.)	119	9	910	104	9	900	100	15,737	17,200	1,463			
Metre gauge—													
Rajputana-Malwa (incldg. G.-B.-Nagds)	244	1,815	4,39,528	943	1,815	4,33,000	233	64,69,777	78,25,000	9,13,223			
Pilani-Jaipur-Deesa	44	17	718	42	17	600	47	8,505	11,300	2,395			
South Indian	161	1,028	1,67,383	161	1,028	1,54,000	151	23,72,078	22,93,000				
Mayaram-Matupet	83	54	4,527	84	54	3,800	70	67,628	63,600				
Southern Mahratta (incldg. G.-M. From sec.)	103	1,165	1,32,305	114	1,165	1,20,000	103	17,11,696	16,16,000				
Mysoor section (Southern Mahratta)	107	296	34,307	118	296	18,700	63	4,86,144	2,65,000				
Bombay and North-Western system	162	854	1,44,924	170	1,082	1,53,000	144	20,08,971	21,40,000	71,029			
Lucknow-Bareilly	106	281	22,832	97	231	20,800	116	8,32,655	9,61,000	27,445			
Assam-Bengal	90	256	23,800	83	415	30,800	74	8,93,768	5,12,000	1,14,232			
Burma	223	906	1,48,223	154	906	1,53,000	169	33,22,530	20,34,000				
TOTAL.	286	10,255	27,40,977	288	10,000	27,11,000	247	4,07,14,184	4,18,00,700	6,86,516			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,896	7,10,815	246	2,939	6,25,000	211	1,70,10,744	1,01,29,000				
Ordn. and Rohilkhand (incldg. m. g. link)	317	1,913	9,17,261	214	1,013	2,57,000	254	23,84,338	20,89,000	1,51,604			
Eastern Bengal (incldg. metre & 2' 6")	319	894	2,15,674	264	894	2,04,000	245	43,11,411	36,50,000				
East Coast (b)	116	593	63,087	119	795	92,700	117	9,63,879	11,65,000	2,01,121			
Special gauge—													
Jorhat	64	28	1,300	89	28	900	32	39,612	25,400				
Cherra-Companiganj	20	...	...	...	...	(c)	...	(d) 434	(e) 6,401	5,967			
TOTAL.	261	5,281	13,08,052	229	5,620	11,79,800	210	2,01,39,412	1,76,95,400				
Lines worked by guaranteed sec.													
Standard gauge—													
Great Indian Peninsula system	514	1,401	9,10,627	611	1,491	7,28,000	488	1,14,62,108	1,28,97,000	14,24,894			
Bombay, Baroda and Central India	775	461	4,03,500	875	461	9,72,000	807	62,98,361	58,74,000	5,75,632			
Midland	284	940	2,12,109	253	840	1,87,000	233	32,03,029	27,15,000	4,98,229			
TOTAL.	580	2,792	15,26,237	547	2,102	12,87,000	461	1,97,70,498	2,05,86,000	18,13,501			
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	18,334	53,81,250	290	19,411	51,77,800	267	7,06,84,090	8,07,81,500	1,07,000			
Standard gauge—													
Delhi-Umballa-Kalka	217	162	50,682	180	162	23,400	175	5,80,506	4,15,000				
Tarapur	820	21	14,480	529	22	14,200	615	1,21,900	1,13,000				
Southern Punjab (Delhi-Samudra)	75	408	25,063	65	423	23,500	57	2,87,178	3,60,000	72,822			
Tapti Valley	...	...	...	...	56	1,800	50	...	24,500	...			
Metre gauge—													
Brahmaputra-Saltanpur	...	...	...	...	25	800	32	...	(f) 1,400	1,800			
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	33	1,200	34	...	10,000	19,000			
Bonhikund and Kuttam (Co.'s sec.)	187	68	11,770	172	68	9,000	126	1,33,914	1,22,000	1,914			
Bengowlee-Bakani	...	...	...	...	16	700	59	...	1,000	8,400			
Bengal Doon	146	36	2,063	58	86	3,000	53	20,575	41,000	9,425			
Dibru-Subiya	200	78	15,063	205	78	17,600	226	2,32,717	2,60,000	30,283			
Ahmedabad-Purandij	59	55	3,682	71	55	3,300	60	37,807	40,000	12,193			
Special gauge—													
Darjeeling-Himalayan	266	51	14,801	292	51	11,000	316	1,64,754	1,70,000				
Batu	156	21	4,005	223	21	9,500	167	53,120	60,000	7,880			
TOTAL.	136	801	1,24,000	189	1,030	1,21,000	119	16,77,624	16,40,000				
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gooma	31	74	2,410	33	74	2,900	39	31,088	61,100	39,682			
Bhopal-Ujjain	76	114	19,333	81	114	13,300	117	1,27,169	1,66,000	38,831			
Nagda-Ujjain	86	35	3,211	92	35	2,300	68	39,041	32,000				
The Nizam's guaranteed state	235	394	78,452	233	331	64,000	163	11,50,375	11,25,000				
The Gachwar's Patild	70	17	1,080	83	13	1,100	65	8,205	79,000	3,065			
Rajpoot Bhatinda	140	106	12,242	113	106	10,200	94	2,13,575	1,61,000				
Kolar-Goldfields	408	10	3,723	372	10	3,200	330	60,865	47,000				
Metre gauge—													
Yavatpur-Mysoor Frontier section (incldg. M.-Nasirabad)	71	66	4,607	71	66	3,100	47	69,184	42,100				
The Gachwar's Mohania	81	93	7,504	81	93	6,400	80	90,600	1,01,000	4,391			
Kolhapur	53	29	2,201	73	29	2,300	70	22,316	30,000	13,685			
Special gauge—													
The Gachwar's Dabhol	53	79	4,613	59	79	5,200	57	55,047	60,300	5,253			
Rajpoot	10	19	253	15	24	700	29	2,908	11,000	8,092			
Cooh-Bihar	63	22	1,202	67	23	1,300	52	20,266	19,000				
TOTAL.	183	498	1,03,000	183	1,005	1,10,700	118	16,77,624	16,40,000				
Lines owned & worked by n. states.													
Metre gauge—													
Dhawanagar-Gondal-Jangad-Porbandar	126	334	52,505	127	334	42,900	128	5,19,905	6,07,000	87,095			
Jetalpur Rajkot	80	48	3,715	81	48	4,600	100	51,191	58,300	7,109			
Jamnagar	38	54	2,376	48	54	2,800	48	27,619	32,700	5,081			
Dhawanagar	...	...	...	...	21	1,500	71	...	21,300	...			
Jodhpore-Bikaner	66	361	24,218	67	407	23,500	62	2,53,438	5,70,000	2,23,562			
Osdepore-Chitor	42	60	2,408	40	60	2,400	40	31,435	45,400	13,965			
Special gauge—													
Morvi	82	94	6,616	70	94	7,000	84	83,828	1,00,000	16,172			
TOTAL.	80	1,042	92,095	87	1,018	95,400	84	10,72,047	12,02,000	8,90,657			
GRAND TOTAL.	278	21,166	53,20,422	275	22,453	55,11,900	215	8,43,31,553	8,81,70,000	6,47,887			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rya.  
(b) Includes Bombay-Metras rya.  
(c) Closed for traffic owing to floods.  
(d) From 5th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st to 15th April 1899.  
(g) From 1st March to 15th April 1899.

Printed, the 20th April, 1899.

W. J. McLEHINNY, Captain, R.E.

Offg. Under Secy. to the Govt. of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. II of 1893-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	Week ending 16th April 1899.				Week ending 15th April 1899.				Earnings from 1st to 15th April 1899.	Earnings from 1st to 15th April 1898.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
East Indian	854	1,740	12,55,405	721	1,747	12,74,000	729	28,10,824	27,78,000	...	1,01,324		
Bengal Central	393	125	14,324	119	125	14,800	117	38,794	38,400	...	4,394		
Bengal-Nagpur	159	982	2,20,450	226	1,180	1,82,000	153	4,64,805	3,80,000	...	88,805		
Indian Midland (including Bhopal-Harsi)	155	800	1,32,529	166	888	1,45,600	167	3,06,127	3,00,000	...	6,127		
Prasanna Rao (East Coast State)	175	21	4,395	209	21	2,800	133	18,558	6,500	...	5,958		
Washermanpet-Pondicherry sec. (Bus.-Mad.)	135	9	910	101	9	900	110	2,294	2,000	...	294		
State lines worked by the State.													
Rajputana-Malwa (incldg. G. R. Nagda)	210	1,615	4,39,328	242	1,815	4,23,000	238	10,34,741	9,54,000	...	80,741		
Palampur-Dover	41	17	778	43	17	800	47	1,578	1,500	...	78		
South Indian	166	1,642	1,67,368	181	1,024	1,54,000	151	3,35,201	3,38,000	...	47,201		
Mayavaram-Mutput	62	54	4,527	84	54	5,800	70	13,067	8,800	...	8,267		
Southern Mahratta (incldg. G. M. From. sec.)	113	1,165	1,32,305	114	1,165	1,20,000	103	3,27,548	2,59,000	...	68,548		
Mysoor section (Southern Mahratta)	123	286	34,307	116	296	19,700	63	77,793	38,800	...	38,993		
Bombay and North-Western system	147	854	1,44,924	170	1,082	1,58,600	144	3,40,128	3,26,000	...	14,128		
Lucknow-Darjiling	81	231	22,370	97	231	26,800	118	52,808	54,800	...	5,992		
Assam-Bengal	79	226	23,890	83	413	30,900	74	64,448	62,000	...	2,448		
Burma	188	836	1,46,325	158	836	1,58,000	160	8,90,609	3,57,000	...	33,609		
State lines worked by the State.													
North Western (a)	296	2,896	2,10,913	296	2,950	3,25,000	211	18,21,003	14,61,000	...	3,60,003		
Odisha and Rohilkhand (incldg. m. g. line)	195	1,013	2,17,261	214	1,013	2,57,000	254	4,98,887	4,80,000	...	18,887		
Eastern Bengal (incldg. metre & 2' 6")	382	818	2,15,074	264	834	2,04,000	243	5,31,919	4,80,000	...	51,919		
East Coast (b)	106	536	63,097	118	785	92,700	117	1,41,784	1,07,000	...	34,784		
State lines worked by the State.													
Chattrp-Companyganj	69	28	1,100	39	28	900	32	3,128	2,500	...	628		
State lines worked by the State.													
Great Indian Peninsula system	381	1,491	9,10,627	611	1,491	7,38,000	484	28,80,021	18,57,000	...	10,23,021		
Bombay, Baroda and Central India	586	401	4,03,560	573	401	3,72,000	807	9,35,750	7,90,000	...	1,45,750		
Madras	941	840	2,12,100	253	840	1,87,000	223	4,91,247	4,14,000	...	77,247		
State lines worked by the State.													
Delhi Umballa-Kalka	207	162	30,082	180	162	28,400	173	79,173	72,200	...	6,973		
Takrasar	378	23	14,490	659	23	14,700	645	28,576	26,500	...	2,076		
Southern Punjab (Delhi-Samratia)	43	403	25,948	65	433	28,500	67	57,582	60,400	...	2,818		
Tajpur Valley	...	...	...	...	...	1,800	50	...	3,600	...	...		
State lines worked by the State.													
Bhamburda-Sultanpur	...	...	...	...	...	800	32	...	1,600	...	...		
Myunawati-Jamulpur-Jagannathganj	...	...	...	...	...	1,200	46	...	2,800	...	...		
Bhatkhand and Kumaon (Co.'s sec.)	131	66	11,576	179	66	2,000	168	30,791	10,800	...	19,991		
Bengal-Dooars	140	39	2,082	58	39	700	38	1,400	1,400	...	...		
Dihra-Modi	198	78	15,863	206	78	17,600	220	37,918	37,000	...	918		
Almora-Bhatkhand	45	53	8,822	71	53	8,800	60	7,848	6,700	...	1,148		
State lines worked by the State.													
Burjiling-Himalayas	274	51	14,901	292	51	11,600	218	42,988	25,000	...	17,988		
Bati	123	31	4,635	233	31	3,500	167	9,497	7,400	...	2,097		
State lines worked by the State.													
Bombay-Gondal	36	74	1,410	38	74	2,500	30	6,006	7,100	...	1,094		
Bombay-Ujjain	61	114	10,350	81	114	18,500	117	21,282	26,900	...	5,618		
Nagpur-Ujjain	60	83	3,211	92	83	2,800	68	7,502	4,900	...	2,602		
The Nizam's Guaranteed State	211	334	78,432	235	334	64,600	193	1,92,782	1,69,000	...	23,782		
The Gaekwar's Petlad	54	13	1,080	88	13	1,100	85	2,334	2,500	...	166		
Kanara-Bhatinda	132	108	12,342	118	108	10,200	94	24,789	23,500	...	1,289		
Kolar-Goldfields	402	10	8,723	872	10	3,800	380	8,743	6,700	...	2,043		
State lines worked by the State.													
Yamunaputra-Mysore Frontier section (incldg. M. N													

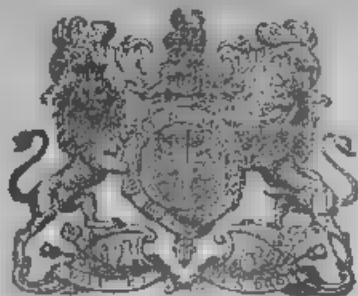


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SUPPLEMENT TO  
**The Gazette of India.**

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No. 18.} CALCUTTA, SATURDAY, MAY 6, 1899.

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and Information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE NINE MONTHS ENDING  
WITH THE 30th SEPTEMBER 1898.**

No. 274 R. Stat., dated Simla, the 26th April 1899.

**RESOLUTION**—By the Government of India, Public Works Department.

**Read again—**

Government of India order No. 350 R. Stat., dated the 2nd September 1896.

Government of India order No. 132 R. Stat., dated the 6th March 1897.

Government of India order No. 153 R. Stat., dated the 22nd March 1898.

**Read also—**

The following note by the Director of Railway Traffic, dated the 17th April 1899, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the nine months ending with the 30th September 1898.

*I.—Accidents to trains, rolling stock, permanent-way, etc.*

Accidents to trains, rolling stock, permanent-way, etc., during the nine months ending with the 30th September 1898, as shown under abstract No. 4 on



pages 910 and 911 of the accompanying returns, caused the death of 30 and injury to 99 persons. The table below shows that, while the number of persons both killed and injured was below the average of the corresponding periods of the three previous years, the total number of accidents was considerably above the average.

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>Standard gauge.</b>									
Nine months ending with the 30th September 1898 . . . . .	59	4,612	2,671	(a)10	(b)41	11	33	21	74
Average of the corresponding periods of the three previous years . . . . .	78	1,925	2,003	(a)12	(c)58	6	20	18	78
<b>Netre gauge.</b>									
Nine months ending with the 30th September 1898 . . . . .	118	1,452	1,500	(d)1	(e)9	7	14	6	23
Average of the corresponding periods of the three previous years . . . . .	83	1,573	1,656	(f)11	(g)22	4	10	15	32
<b>Special gauge.</b>									
Nine months ending with the 30th September 1898 . . . . .	18	50	68	(d)1	(g)2	...	...	1	2
Average of the corresponding periods of the three previous years . . . . .	14	52	66	...	(d)1	...	2	...	3
Total all gauges for the nine months ending with the 30th September 1898 . . . . .	195	4,144	4,330	(b)12	(h)52	18	47	30	99
Average of the corresponding periods of the three previous years . . . . .	175	3,550	3,725	(b)23	(i)81	10	32	33	113

(a) Out of these, four were not passengers.

(b) Out of these, six were not passengers.

(c) Out of these, five were not passengers.

(d) Not a passenger.

(e) Out of these, one was not a passenger.

(f) Out of these, two were not passengers.

(g) Not passengers.

(h) Out of these, nine were not passengers.

(i) Out of these, ten were not passengers.

2. The following table compares the variations in the mean mileage worked, the train-mileage run and the number of accidents with the average, and shows that, with an increase of 7.85 per cent. in the mean mileage worked and of 8.95 per cent. in the train-mileage run during the nine months ending with the 30th September 1898, the number of accidents increased by 61.4 or 16.48 per



cent., as compared with the average of the corresponding periods of the three previous years :

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE THREE PREVIOUS YEARS.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	Number.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard . . . . .	+668	+33'35	+974	+8'52	+3,758,588	+76'70
Metre . . . . .	—96	—3'38	+498	+6'22	+761,095	+4'88
Special . . . . .	+3	+3'03	+74	+27'72	+55,030	+25'33
<b>TOTAL</b> . . . . .	<b>+614</b>	<b>+16'48</b>	<b>+1,546</b>	<b>+7'85</b>	<b>+4,572,713</b>	<b>+2'95</b>

3. The following table shows the principal increases and decreases in the number of accidents of different classes on the standard and metre-gauge lines, as compared with the average of the corresponding periods of the three previous years. No noticeable variations occurred on the special gauge railways.

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Excess.	Minor.	TOTAL.	
<i>Standard gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	—4	+29	+25	+26'60
Trains running over cattle on the line . . . . .	...	+159	+159	+17'49
The bursting of tubes, etc., of engines . . . . .	...	+137	+137	+182'67
The failure of machinery, springs, etc., of engines . . . . .	+1	+115	+116	+43'45
The failure of couplings . . . . .	—1	+64	+63	+116'67
Under the head " Other accidents " . . . . .	—1	+152	+151	+124'80
<i>Metre gauge.</i>				
Goods trains or parts of goods trains, engines, etc., leaving the rails . . . . .	+3	—15	—13	—19'70
Trains or engines travelling in the wrong direction through points . . . . .	...	—16	—16	—36'36
Trains running over cattle on the line . . . . .	—6	—55	—61	—6'67
The failure of machinery, springs, etc., of engines . . . . .	+3	—33	—30	—25'64
The flooding of portions of permanent-way . . . . .	+14	+13	+27	+75'00
Under the head " Other accidents " . . . . .	+2	+17	+19	+29'69

It will be observed from the foregoing that the increases on the standard gauge lines occurred under " Goods trains or parts of goods trains, engines, etc., leaving the rails," 25 accidents or 26'60 per cent.; under " Trains running over cattle on the line," 159 accidents or 17'49 per cent.; under " The bursting of tubes, etc., of engines," 137 accidents or 182'67 per cent.; under " The failure



of machinery, springs, etc., of engines," 116 accidents or 43·45 per cent.; under "The failure of couplings," 63 accidents or 116·67 per cent.; and under the head "Other accidents," 151 accidents or 124·79 per cent. On the metre gauge railways, the noticeable increases occurred under "The flooding of portions of permanent-way," 27 accidents or 75·00 per cent. and under the head "Other accidents," 19 accidents or 29·69 per cent.

4. Under the head "Goods trains or parts of goods trains, engines, etc., leaving the rails," the largest number, *vis.*, 40, occurred on the North Western State railway, next to that line come the Burma railways (metre gauge) with 19 accidents and the East Indian and Great Indian Peninsula railways with 18 and 17 accidents on each, respectively; under the head "The bursting of tubes, etc., of engines," the largest number, *vis.*, 90, occurred on the Madras railway; next to that line comes the North Western State railway with 73 accidents; under the head "The failure of machinery, springs, etc., of engines," the largest number, *vis.*, 114, occurred on the North Western State railway, next to that line come the East Indian with 77, the Madras with 55 and the Great Indian Peninsula railways with 54 accidents; under the head "The failure of couplings," the largest number, *vis.*, 50, occurred on the Bombay, Baroda and Central India railway; and under the head "Other accidents," the largest number, *vis.*, 125, occurred on the East Indian railway, and next to that line come the North Western State and the Great Indian Peninsula railways with 67 and 37 accidents on each, respectively. Of the increase under the head "The flooding of portions of the permanent-way" on the metre gauge railways, the largest number, *vis.*, 16, occurred on the Burma railways, next to that line comes the Eastern Bengal State railway (metre gauge section) with 13 accidents.

5. The number of cattle accidents was largest on the South Indian railway, *vis.*, 215; next comes the Eastern Bengal State railway (standard gauge section) with 189, then the Southern Mahratta railway with 177 accidents, the East Indian railway with 165, the North Western State railway with 157 and the Madras railway with 136.

In relation to the train-mileage run, the highest proportion was on the Bengal-Dooars railway, which gave an average of 1 accident in 5,345 train-miles run; the Assam-Bengal railway coming next with an average of 1 in 5,362; then the Cooch Behar, the Eastern Bengal (standard gauge section), the East Coast State and the Oodeypore-Chitor railways with averages of 1 in 6,543, 1 in 7,482, 1 in 8,537 and 1 in 8,680, respectively. The lowest proportion was on the Great Indian Peninsula railway, *vis.*, 1 in 338,954 train-miles run, the Bombay, Baroda and Central India railway coming next with 1 in 76,349, then the East Indian railway with 1 in 63,230, the North Western State railway with 1 in 51,735, the Rajputana-Malwa railway with 1 in 41,197 and the Indian Midland railway with 1 in 38,719.

6. Taking the total number of accidents to trains, rolling stock, permanent-way, etc., on each railway as given in table No. 3, the proportion of accidents to train-mileage run was highest on the Cooch Behar railway, on which 1 accident occurred on an average in 1,402 train-miles; next comes the Bengal-Dooars railway with 1 accident in 2,672 train-miles; then the Assam-Bengal, the Dibru-Sadiya, the Rohilkhand and Kumaon (including the Lucknow-Bareilly section) and the East Coast State railways with averages of 1 in 3,300, 1 in 3,533, 1 in 3,813, and 1 in 5,196, respectively. The lowest proportion was on the Great Indian Peninsula railway, *vis.*, 1 in 28,644, the East Indian railway coming next with 1 in 20,659, then the Rajputana-Malwa railway with 1 in 17,230, the Oudh and Rohilkhand State railway with 1 in 15,720, and the North Western State railway with 1 in 15,268.

#### *II.—Accidents from other causes not involving accidents to trains, etc.*

7. The casualties to passengers, servants in the employ of railways (or of contractors, and to others, from causes not involving accidents to trains which are detailed in abstract No. 2) are compared separately, for each gauge, with



the average of the corresponding periods of the three previous years in the table below :

GAUGES.	NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.								AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.							
	PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.		PASSENGERS.		SERVANTS.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	38	110	92	190	287	86	417	388	37	103	98	190	305	74	440	367
Metre	15	45	30	50	124	47	169	151	11	42	31	50	118	46	160	147
Special	...	1	1	1	3	...	4	2	...	...	...	4	2	1	2	3
TOTAL	53	156	123	252	414	133	590	541	48	145	129	253	425	121	602	519

It will be seen from the foregoing table that the number of persons killed and injured, excepting under "Passengers—killed and injured" and "Others—killed and injured," compares favourably with the average of the corresponding periods of the three previous years. The increase is attributable, to some extent, to the opening of new lines.

*III.—Accidents in which the movement of vehicles used exclusively upon railways was not concerned.*

8. The following table shows, for the several gauges, the number of persons reported to have been killed or injured by accidents, in which the movement of vehicles used exclusively upon railways was not concerned. Comparative average figures of the corresponding periods of the two previous years are also given :

	NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.		AVERAGE OF THE CORRESPONDING PERIODS OF THE TWO PREVIOUS YEARS.	
	Killed.	Injured.	Killed.	Injured.
Standard	30	132	32	114
Metre	10	29	16	35
Special	1	3	...	1
TOTAL	41	164	48	151



## IV.—Statistical results.

9. The following table gives certain statistical results for the period under review, comparing the number of passengers killed and injured by accidents to trains, and from all causes with the number carried and the number of passenger-units carried one mile. Comparative results, based on the average figures of the corresponding periods of the three previous years, are also given:—

PARTICULARS.	NINE MONTHS ENDING WITH THE 30TH SEPTEMBER 1898.				AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	TOTAL.	Standard.	Metre.	Special.	TOTAL.
Mean mileage worked . . Miles	12,402	8,503	341	21,348	11,438	8,007	367	19,702
Train-mileage run . . . . .	38,876,408	16,352,397	409,412	55,638,217	38,119,830	15,591,302	354,380	54,065,512
Number of passengers carried . No.	63,465,000	40,338,636	746,206	104,749,842	66,266,123	41,823,608	702,184	108,791,915
Number of passenger-units carried one mile . . . . .	3,246,992,742	1,431,440,038	(a) 13,253,382	(a) 4,691,686,162	3,047,343,785	1,564,452,769	18,480,484	4,630,286,938
Number of accidents . . . . .	2,571	1,600	68	4,239	2,003	1,650	66	3,719
Number of accidents per 100,000 train-miles run . . . . .	6.67	9.78	16.67	7.80	5.70	10.62	18.65	7.29
Number of passengers killed by accidents to trains . . . . .	6	—	—	6	8	0	—	17
Proportion of above to number carried . . . . .	1 in 10,577,500	—	—	1 in 17,459,207	1 in 8,281,266	1 in 4,047,206	—	1 in 6,399,645
Number of passengers injured by accidents to trains . . . . .	35	8	—	43	53	18	—	71
Proportion of above to number carried . . . . .	1 in 1,813,286	1 in 5,067,520	—	1 in 2,436,043	1 in 1,250,304	1 in 2,323,648	—	1 in 1,512,309
Number of passengers killed from all causes . . . . .	44	15	—	59	45	20	—	65
Proportion of above to number carried . . . . .	1 in 1,442,386	1 in 2,702,576	—	1 in 1,775,421	1 in 1,472,381	1 in 2,091,281	—	1 in 1,673,753
Number of passengers injured from all causes . . . . .	145	53	1	199	150	60	—	210
Proportion of above to number carried . . . . .	1 in 437,690	1 in 764,880	1 in 746,206	1 in 526,381	1 in 424,783	1 in 697,094	—	1 in 503,676
Number of passengers killed and injured from all causes . . . . .	189	68	1	258	201	80	—	281
Proportion of above to number carried . . . . .	1 in 335,704	1 in 596,136	1 in 746,206	1 in 406,007	1 in 329,682	1 in 522,821	—	1 in 387,109
Proportion of passengers killed and injured from all causes to number of passenger-units carried one mile . . . . .	1 in 65,063,434	1 in 11,344,708	(a) 13,253,382	(a) 16,771,971	1 in 15,100,914	1 in 19,553,784	—	1 in 16,477,783

(a) Excluding the Tarpur-Balipara and Tarekshwa-Magra railways.

It will be seen that the comparison is generally favourable.



*V.—Number of persons killed and injured by accidents to trains, rolling stock, etc., during the third quarter of 1898.*

10. The following table gives the number of accidents, as classified in abstract No. 4 of the returns, which resulted in loss of life or injury to persons, and shows the railways on which they occurred :

Railway.	Number of accidents reported during the third quarter of 1898.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
East Indian	1	...	...	...	1	...	1
North Western State	2	1	1	...	...	1	1
Eastern Bengal State	2	...	...	1	6	1	6
Great Indian Peninsula	2	...	...	1	3	1	3
<i>Metre gauge.</i>							
Bengal and North-Western	1	...	...	3	...	3	...
Rajputana-Malwa	2	...	...	...	2	...	2
Burma	3	...	...	1	3	1	3
Dibru-Sadiya	1	...	2	...	1	...	9
Darjeeling-Himalayan	1	1	2	...	...	1	2
TOTAL	15	2	11	6	21	8	32
Average of the three corresponding quarters of 1895, 1896 and 1897	15	11	22	4	10	15	33

11. A brief description of some of the accidents which resulted in loss of life, or injury to persons, is given below :

*Eastern Bengal State railway (standard gauge).—*On the 29th August 1898, while an up and a down goods train were crossing each other at mile 60—10-12 near Bogoola station on the Eastern section, the engine of the former train, having been derailed owing to the subsidence of the bank, collided with the 6th and 7th vehicles of the latter. One railway servant was killed and three were injured; and the rolling-stock and permanent-way were considerably damaged.

On the 3rd September 1898, a relief train collided with an up goods train standing on the up line at Bogoola station on the Eastern section, owing to the carelessness of the driver of the former train. A crane dummy attached to the relief train was derailed. Three railway servants were injured and the rolling-stock was damaged.

*Great Indian Peninsula railway.*—On the 29th August 1898, an Indian Midland railway ballast train, while backing out of Itarsi station, collided



with a brakevan and a shunting engine standing foul of a crossing. A railway servant was killed and another injured, and a ballast brakevan and a wagon next to it were derailed.

*Bengal and North-Western railway.*—On the 14th September 1898, the engine and a tender of a ballast train, while working tender foremost between Motipur and Turki stations, fell through a breach in the bank at mile 77 at the site of a bridge which had been undermined by floods. The driver and two firemen were drowned.

*Burma railways.*—On the 23rd July 1898, while a down local train was entering Kemmendine station, the points were reversed after the leading engine had passed over them. The two engines and tenders capsized and three coaching vehicles were derailed. The second fireman was killed.

*Dibru-Sadiya railway.*—On the 27th July 1898, a down goods train ran into a down mixed train at mile 51.9, between Digboi and Tingrai stations. Eight passengers and a fireman were injured.

**ORDER.**—Ordered that the above note, with the abstract returns, be

The Governments of Madras, Bombay, Bengal, the North-Western Provinces, and Oudh, the Punjab and Burma.

The Chief Commissioners of the Central Provinces, Assam and Coorg.

The Resident at Hyderabad.

The Resident in Mysore.

The Agents to the Governor General for Rajputana, Central India and Baluchistan.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North Western State, Oudh and Rohilkhand State, Eastern Bengal State and East Coast State Railways.

The Engineers-in-Chief, Indus Bridge Works, Berwada-Madras, Hardwar-Dehra and Ghazabad, Moradabad Railways.

communicated, for information, to the Local Governments, Administrations, and to the officers noted in the margin.

Ordered, also, that copies be forwarded for the information of Her Majesty's Government.

Ordered, further, that the above note, with the abstract returns, be published in the Supplement to the *Gazette of India*.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

*Document accompanying.*

1. Abstract returns of accidents for the nine months ending with the 30th September 1898.



Enclosure to Government of India Order No. 274 E. Stat., dated the  
26th April 1899.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the nine months ending with the 30th September 1898, KILLED OR INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS:—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	6	35	...	8	...	...	6	43
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	38	110	15	45	...	1	53	160
<b>RAILWAY SERVANTS:—</b>								
From accidents to trains, rolling stock, permanent-way, etc. . . . .	11	53	7	14	...	...	18	47
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	92	192	80	59	1	1	123	253
<b>OTHER PERSONS:—</b>								
Whilst passing over railways at level-crossings	17	6	5	1	...	...	22	7
Trespassers . . . . .	212	69	101	48	3	...	223	117
Suicides . . . . .	52	8	13	...	...	...	65	8
Miscellaneous, not included in either of the above	1	11	6	4	1	2	8	17
<b>TOTAL</b> . . . . .	<b>436</b>	<b>464</b>	<b>177</b>	<b>174</b>	<b>5</b>	<b>4</b>	<b>418</b>	<b>642</b>



## ABSTRACT

NUMBER of PERSONS reported during the nine months ending with the 30th September 1898, as KILLED or INJURED in INDIA  
PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

Classification Number.	RAILWAY.	PASSENGERS.														OTHER PERSONS.																					
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.												From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																			
				1. From falling between trains and platforms.		2. Falling on to the platform, buffer, etc., when getting into or out of train.		3. Whilst crossing the line of stations.		4. By closing of carriage doors.		5. Rolling or jumping out of carriage during the travelling of train.		6. Other accidents.				Total.		Total Passengers.		1. Whilst complying as unaccompanied vehicles.		2. By coming in contact, whilst riding on vehicle during short-haul, with other vehicles, etc., standing on adjacent lines.		3. Whilst passing over or across any bridge during short-haul.		4. While getting on or off, or falling off, engine, wagon, etc., during shunting.		5. Whilst braking, stopping, or checking a brake.		6. Whilst attending to ground points, maintaining trains, etc.		7. Whilst moving vehicles by rope, etc., in yards, etc.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
Standard gauge.																																					
State lines worked by companies.																																					
I	East Indian (a) . . .	114	2311	7	2	19	8	4	10	36	10	49	1	4	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
II	Bengal Central (b) . . .	1											1	5	2	1																					
III	Bengal-Nagpur . . .									1	8		1	2	1	3																					
IV	Indian Midland (c) . . .		1				1						1	1	1	1																					
State lines worked by the State.																																					
XI	North Western (d) . . .	511	83	1						731		1	10	36	18	47	3	7	2	5			1		4		1	2	1								
XIII	Oudh and Rohilkhand . . .									4						5																					
XIV	Eastern Bengal . . .									1	2		1	8	1	6	1	6					1														
XVI	East Coast . . .			1	1										1	8	1	8																			
Lines worked by guaranteed companies.																																					
XVIII	Great Indian Peninsula (e) . . .	1	1	1						27		1	2	8	2	9	114	1																			
XIX	Bombay, Baroda and Central India (f) . . .	1	1	1	1					25			2	7	3	8																					
XX	Madras (g) . . .	7	2	3						1					6	12							1	1	2	1											
Line owned by native state and worked by company																																					
XXII	The Nizam's Guaranteed State (h) . . .									1				1		1						1															
TOTAL																																					
Average of the three previous corresponding periods																																					
Meter gauge.																																					
State lines worked by companies.																																					
XXIX	Bengal and North-Western—																																				
	Tirhoot section, Company's . . .									1			1		1	2	1	2							1												
XL	Rajputana-Malwa (i) . . .		1							10			6	18	6	16																					
XLII	Southern Mahratta (j) . . .									8						9																					
XLVI	South Indian (k) . . .			2						9			3	5	2	8																					
XLVIII	Assam-Bengal . . .									1			1		1																						
XLIX	Burma . . .		2							4			2	4	2	4	1	4	2																		
Carried over																																					

(a) Including the Delhi-Munirka-Kalka and the Tarkapur railways.

(b) All such for convenience placed amongst state railways, this line is the property of the Bengal Central Railway Company.

(c) Including the Bhopal-Jabalpur, the Bhopal-Gwalior and the Bhopal-Ujjain railways.

(d) Including the Hyderabad-Rohilkhand, the Hyderabad-Batinda, and the Jamnaland railway.

(e) Including the Wardha-Coal, the Shant-Maumad, the Khamgaon and the Amroli railways.

(f) Including the Godhra-Batinda-Nagda, the Nagda-Ujjain and the Gwalior-Batinda railways.

(g) Including the Madras-Kannur section of the Beavara-Madras railway and the Madras-Gold-Madras railway.



of the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

ADVERTS TO TRAIN, ETC.

13) including the Moscow extension (East Coast State railway),  
the Patanpur-Berua, the Ahmedabad-Parauli and the Gaskwar's Mahesana railways,  
the Gandak-Bhokra road, the Mysore section (Southern Mahratta), the Kolhapur, the Taranagar-Mysore section, and the Mysore-Bangalore railways,  
the Marwar-Bikaner railway.



- (a) including the Kaula branch on 2nd gauge branch,
- (b) " the Lakshmi Narayni section (B. G. Road and Kumbakon).
- (c) " the Jolar and Thiruv. Narayni sections, railway
- (d) the Jolar and Thiruv. Narayni and Lakshmi Narayni railways.



[illegible]



# ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING STOCK, PASSENGER-WAY, &c., reported during the nine months ending with the 30th September 1893, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Number of railway servants.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		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Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others.		Killed.		Injured.		Total all classes.		No.		Total.		Killed.		Injured.		Number of passengers and others	
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(a) Including the Delhi-Gurgaon, Delhi and the Tughlaq, Railway. (b) Including the Delhi-Gurgaon, Delhi and the Tughlaq, Railway. (c) Including the Delhi-Gurgaon, Delhi and the Tughlaq, Railway.



No.	Accidents reported to Local Government under section 11 of the Indian Railways Act, No. IX of 1900.	North Western (a).				F. COCHIN AND BOMBAY.				LUTHER BUREAU.				East Coast.				Number of bearings.		
		Number of passenger and others.		Total all classes.	Number of passenger and others.		Total all classes.	Number of passenger and others.		Total all classes.	Number of passenger and others.		Total all classes.	Number of passenger and others.		Total all classes.				
		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.	Injured.		Killed.		Injured.	
No.	Other accidents.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
1	1	1	4	8	5	2	3	5	1	2	3	1	2	3	1	2	3	1	2	3
2	2	2	2	3	5	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
3	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
4	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
5	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
6	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
7	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
8	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
9	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
10	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
11	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
12	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
13	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
14	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
15	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
16	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
17	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
18	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
19	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
20	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
21	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
22	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
23	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
24	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
25	1	1	3	5	6	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
TOTAL ALL CLASSES		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

1. Collisions between passenger trains or parts of passenger trains

2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line

3. Collisions between goods trains or parts of goods trains

4. Collisions between light engines

5. Passenger trains or parts of passenger trains leaving the rails

6. Goods trains or parts of goods trains, engines, etc., leaving the rails

7. Trains or engines travelling in the wrong direction through points

8. Trains running into stations or sidings at too high a speed

9. Trains running over cattle on the line.

10. Ditto over obstructions on the line.

11. Ditto through gates at level-crossings

12. The bursting of boilers of engines

13. Ditto of tubes, etc., of engines

14. The failure of machinery, springs, etc., of engines

15. The failure of tyres

16. Ditto of wheels

17. Ditto of axles

18. Ditto of brake apparatus.

19. Ditto of couplings

20. Ditto of tunnels, bridges, viaducts, culverts, etc.

21. Broken rails

22. The feeding of portions of permanent way

23. Slips in cuttings or embankments

24. Fire in trains

25. Fire at stations, or involving injury to bridges or viaducts

26. Other accidents

(a) Not a passenger.

(b) Not a passenger.

(c) Not a passenger.

(d) Out of these, three were not passengers.

(e) Out of these, three were not passengers.

TOTAL ALL CLASSES

(a) Including the Hyderabad division, the Rajputana, the Jammu and Kashmir railways.  
(b) Not a passenger.  
(c) Out of these, three were not passengers.  
(d) Not a passenger.  
(e) Out of these, three were not passengers.



Annex No. 3.—Accidents to trains, rolling stock, passenger-wagons, etc., reported during the nine months ending with the 30th September 1899, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	GREAT INDIA PENINSULA. (a)					BOMBAY, BARODA AND GUJARAT RAILWAY. (b)					MADRAS. (c)					THE NORTHERN RAILWAY. (d)					Number of deaths.
	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	No.	Number of passengers and others.	Number of railway servants.	Total all classes.	
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of tanks, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of ties.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slip of cuttings or embankments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES.	2,261	1,261	1,141	1,135	4	194	189	1	1	1,300	310	7	7	4	44	45	...	...	...	...	...

TOTAL ALL CLASSES



[illegible][illegible]



**TABLE No. 3.—Accidents to trains, rolling stock, passengers, way, etc., reported during the nine months ending with the 30th September 1894, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.—continued.**

[illegible]



For traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	CAUTION-BEHAL.										DECKERS.										STEWARDS AND KITCHEN (CONDUCTOR'S SERVICE). (a)									
	No.					Number of passengers and others.					No.					Number of passengers and others.					No.					Number of passengers and others.				
	Accidents reported to Local Government under Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Number of servants.	Total all classes.	Accidents reported to Local Government under Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Number of servants.	Total all classes.	Accidents reported to Local Government under Act, No. IX of 1900.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Total.	Number of servants.	Total all classes.
1. Collisions between passenger trains or parts of passenger trains	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
3. Collisions between goods trains or parts of goods trains	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
4. Collisions between light engines	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
5. Passenger trains or parts of passenger trains leaving the rails	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
7. Trains or engines travelling in the wrong direction through points	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
8. Trains running into stations or sidings at too high a speed	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
9. Ditto over rattle on the line	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
10. Ditto over obstructions on the line	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
11. Ditto through gates at level-crossings	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
12. The hunting of holers of engines	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
12(c). Ditto of tubes, etc., of engines	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
13. The failure of machinery, springs, etc., of engines	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
14. Ditto of tyres	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
15. Ditto of axles	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
16. Ditto of brake apparatus	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
17. Ditto of couplings	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
18. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
19. Broken rails	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
20. The fouling of portions of permanent-way	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
21. Slip in crossings or substructures	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
22. Fire in trains	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
23. Fire at stations, or involving injury to bridges or viaducts	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
24. Fire at stations, or involving injury to bridges or viaducts	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
25. Other accidents	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1
Total all classes	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	2	1	1	1	1	1	1

(a) Including the Lakshmi-Bally section, Abhit and Krasno railroads.



for traffic in 1904, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

[illegible]

for attending the 2004 and 2006 World Wildlife Congress.



ABSTRACT No. 2—Accidents to trains, engines, waggons, passenger-waggons, and reported during the nine months ending with the 31st September 1898, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	MUTTER GAUGE.										BROAD-GAUGE.										METRE GAUGE.									
	OOSTERPOOT-CEENTRAAL.					MUTTER GAUGE.					BROAD-GAUGE.					MUTTER GAUGE.					OOSTERPOOT-CEENTRAAL.					MUTTER GAUGE.				
	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL ALL CLASSES.</b>	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Including the deaths, injuries, and the disappearance of passengers.



TABLE No. 3.—Accidents to trains, rolling stock, passengers, etc., reported during the nine months ending with the 30th September 1898, as having occurred on the several railways open for traffic in 1901, distinguishing the different classes of accidents, and of railway servants killed or injured in each class of accident—continued.

[illegible]







## ABSTRACT

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the nine months ending distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and

STANDARD GAUGE LINES													METRE GAUGE LINES														
Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.				NINE MONTHS ENDING WITH THE 31st SEPTEMBER 1898.										Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.				NINE MONTHS ENDING WITH THE 31st SEPTEMBER 1898.									
				Number.			Number of passengers and others.			Total all places.								Number.			Number of passengers and others.			Total all places.			
Accidents reported to Local Governments under section 63 of the Indian Railways Act, No. IX of 1885.	Other accidents.	Total.		Accidents reported to Local Governments under section 63 of the Indian Railways Act, No. IX of 1885.	Other accidents.	Total.	Killed.	Injured.	Filled.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 63 of the Indian Railways Act, No. IX of 1885.	Other accidents.	Total.	Accidents reported to Local Governments under section 63 of the Indian Railways Act, No. IX of 1885.	Other accidents.	Total.	Killed.	Injured.	Filled.	Injured.					
1. Collisions between passenger trains or parts of passenger trains	2	2	4	1	1	2	...	...	...	...	...	...	3	1	4	...	...	...	...	...	...	...	...				
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing on the line	11	7	18	9	9	18	4	18	4	8	2	22	5	6	11	6	8	6	...	...	...	...					
3. Collisions between goods trains or parts of goods trains	7	34	41	9	36	45	...	...	2	11	3	11	2	11	13	13	9	16	...	...	...	...					
4. Collisions between light engines	...	11	11	1	11	12	...	...	...	...	...	...	...	4	4	...	2	8	10	...	...	...					
5. Passenger trains or parts of passenger trains leaving the rails	10	18	28	8	18	26	1	10	...	...	1	10	19	19	38	29	10	33	...	...	...	...					
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	7	87	94	3	110	113	...	...	1	...	1	...	2	64	66	4	49	53	...	...	...	...					
7. Trains or engines travelling in the wrong direction through points	4	63	67	2	61	63	...	...	...	...	...	...	6	36	42	6	20	26	...	...	...	...					
8. Trains running into stations or sidings at too high a speed	3	9	12	...	5	5	...	...	...	...	...	...	1	6	7	1	10	11	...	...	...	...					
9. Trains running over cattle on the line	2	907	909	2	1,066	1,068	(a)	...	...	...	1	...	8	906	914	2	851	853	(a)	...	...	...					
10. Trains running over obstructions on the line	8	63	71	7	54	61	(b)	(b)	3	1	4	3	10	46	56	4	47	51	(a)	...	...	...					
11. Trains running through gates at level-crossings	2	23	25	1	35	36	(a)	...	...	...	1	...	2	12	14	1	6	6	...	...	...	...					
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
12(a) The bursting of tubes, etc., of engines	...	75	75	...	212	212	...	...	...	1	...	1	...	...	45	...	...	48	...	...	...	...					
13. The failure of machinery, springs, etc., of engines	...	267	267	1	382	383	...	...	...	...	...	...	...	117	117	...	...	...	...	...	...	...					
14. The failure of tyres	1	4	5	...	6	6	...	...	...	...	...	...	...	6	6	...	...	...	...	...	...	...					
15. Ditto of wheels	...	3	3	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
16. Ditto of axles	1	7	8	...	13	13	...	...	...	...	...	...	6	32	38	...	...	...	...	...	...	...					
17. Ditto of brake apparatus	...	2	2	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...					
18. Ditto of couplings	1	53	54	...	117	117	...	...	...	...	...	...	3	63	66	...	...	...	...	...	...	...					
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...					
20. Broken rails	...	28	28	...	24	24	...	...	...	...	...	...	...	25	25	...	...	...	...	...	...	...					
21. The flooding of portions of permanent-way	11	34	45	5	37	42	...	...	...	...	...	...	3	33	36	17	46	63	...	...	...	...					
22. Slips in cuttings or embankments	1	15	16	9	24	25	...	...	1	3	1	3	1	6	7	2	7	61	...	...	...	...					
23. Fire in trains	3	72	75	5	81	86	(b)	...	...	...	...	...	...	41	41	...	...	...	...	...	...	...					
24. Fire at stations, or involving injury to bridges or viaducts	...	24	24	2	31	33	...	...	...	...	...	...	1	1	18	7	13	20	(a)	...	...	...					
25. Other accidents	4	117	121	3	269	272	...	...	1	9	1	9	6	56	62	70	23	93	...	...	...	...					
TOTAL FOR THE NINE MONTHS ENDING WITH THE 31st SEPTEMBER 1898	...	...	...	19	2,612	2,631	(a)	41	11	35	21	74	...	...	...	118	1,482	1,600	(a)	1	...	...					
Average of the three previous corresponding periods of 1895, 1896 and 1897	...	...	...	78	1,925	2,003	(b)	58	6	20	18	78	...	...	...	83	1,573	1,656	(b)	...	...	...					
Mileage worked	12,402										8,506																
Number of servants employed	135,716										64,760																
Tonnage of all descriptions	36,974,108										16,852,847																
Number of passengers carried	63,465,000										40,538,536																
Passenger-mileage	2,416,993,742										1,481,440,086																
Per mile open—																											
Train-mileage of all descriptions	3,134										1,923																
Number of passengers carried	3,117										4,707																
Passenger-mileage	229,641										170,657																
Total passengers																											
Killed per million of passengers	0.036										0.197																
Injured per million of passengers	0.551										0.197																
Killed per million of passenger-miles	0.002										0.006																
Injured per million of passenger-miles	0.012										0.006																

(a) Not a passenger.

(b) Not a passenger.

(c) Out of these, four were not passengers.

(d) Out of these, six were not passengers.

(e) Out of these, five were not passengers.

(f) Out of these, one was not a passenger.

(g) Out of these, two were not passengers.

(h) Out of these, nine were not passengers.

(i) Out of these, ten were not passengers.



No. 4.

On the 30th September 1898, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA  
 HERE, and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident.

SPECIAL GAUGE LINES.												TOTAL ALL GAUGES.											
NINE MONTHS ENDING WITH THE 30th SEPTEMBER 1898.												NINE MONTHS ENDING WITH THE 30th SEPTEMBER 1898.											
Average number of accidents during the three previous corresponding periods of 1896, 1897 and 1897.												Average number of accidents during the three previous corresponding periods of 1895, 1896 and 1897.											
Number.												Number.											
Number of passengers and others.												Number of passengers and others.											
Total.												Total.											
Accidents reported to Local Government under section 3 of the Indian Railways Act, No. IX of 1890.												Accidents reported to Local Government under section 3 of the Indian Railways Act, No. IX of 1890.											
Other accidents.												Other accidents.											
Total.												Total.											
Killed.												Killed.											
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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899.

Districts.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Burma—</b>												
Ponnacery—			34-78									
Mongai . . . . .			34-32									
Tavoy . . . . .			26-7		30-38							
Moulmein and Ambegat												
Paga (dellaic)—					30-56							
Kangoon . . . . .			26-57		20-5							
Thongwa . . . . .			27-95									
Bassoon . . . . .												
Paga (dellaic)—												
Kangoon . . . . .			26-57		20-5							
Thongwa . . . . .			27-95									
Bassoon . . . . .												
Upper Burma—												
Mandalay . . . . .			31-23		35-75						1-0	
Bhamo . . . . .			30-30								25-1	
Pakokko . . . . .												
Arakan—												
Kynakpya . . . . .			30-23									
Akyab . . . . .												
<b>Assam—</b>												
Brahmaputra—												
Goalpara . . . . .	18-5	17-5	25	24-37								
Dibru . . . . .			22-5									
<b>Bengal—</b>												
Eastern—												
Chittagong . . . . .			37-5	33-75								
Dacca . . . . .			13-75	32-5	25	47-5			7-5	15		
Dacca—												
Midnapur . . . . .			21-25	20-25								
Calcutta . . . . .			20	45	30	37-5			30	25	10-75	11-37
Central—												
Burdwan . . . . .			22-7	20-37								
Pabna . . . . .			21-25	33-28	17-5	34-25						
Northern—												
Raipur . . . . .			20	30-32	30	50						
Orissa—												
Cuttack . . . . .			21-72	22-44	20-00	45-31						
Bihar, south—												
Patna . . . . .			18-12	20-25	10-00	30			10-12	12-00	10-00	15-00
Bihar, north—												
Mithapur . . . . .			24-22	20-44	23-5	31-37			13-12	21-37		
Munshapur . . . . .			20-40	30-70	23-44	30-70						
<b>N.W. Provinces—</b>												
Eastern—												
Benares . . . . .	15-22	31-37	27-12	34-07	23-07	30-32	25-70	32-5	10-50	10-32		17-45
Central—												
Cawnpore . . . . .	16-67	20-32	30-67	34-70	21-32	30-21	25	33-38	14-00	17-19	14-00	17-00
Jaidel . . . . .	14-00	21-00	37-03	30-43	24-25	32-30	20-10	33-44	14-00	18-04	13-31	18-00
Western—												
Meerut . . . . .			32-33		22-34	30-27	25-70		10-67	22-10		
Agra . . . . .			30-12	42-10	24-37	30-70			15-31	18-12	15-32	
Bulandshahr, west—												
Bulandshahr . . . . .			20-07		20-32	29-30						
<b>Orissa—</b>												
Southern—												
Lunknow . . . . .	14-27	21-61	27-35	30-25	21-04	27-5	25	30-62	12-5	18-10	12-00	14-00
Northern—												
Fyzabad . . . . .	14-23	18-38	23-38		21-04	32-04			14-23	19-74 and 21-3	16-12	17-03

\* The figures on last "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAYNA.		RAOL.		MAHIL.		GRAM.		ANNA DIL.		GUL.		Distances.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Burma—
												Tenasserim—
						57-84						Mergui
						45-75		56-88				Tavoy.
												Moulmein and Amherst.
						28-57		37-56				Pegu (Island)—
						40-77						Bangkok.
												Thongwa.
												Bassoon.
						28-07		30-42				Pegu (Inland)—
						38-1						Hentada.
												Toungoo.
				0-67		22-08		42-11				Upper Burma—
						30		55-63				Mandalay.
												Bamo.
												Pakokky.
						38-1		55-38				Arakan—
												Kyaukpada.
												Aiyab.
												Assam—
												Brahmaputra—
												Chilpura.
												Gauhati.
						80	50	42-5		440	400	Bengal—
						23-75	37-5	37-5	35	400	350	Eastern—
												Chittagong.
												Dacca.
22-5	28-75			12-5	21-35	20	30	30	35	350	340	Dacca—
										320	340	Midnapur.
						18-75	30	28-75	32-5	300	300	Calcutta.
						15-21	24-23	31-25	33-25	400	400	Central—
												Bardwan.
												Patna.
				15	30	18-75	35	40	55	360	320	Northern—
												Rangpur.
						20-94	23-31	17-97	23-44	235	245	Orissa—
												Cuttack.
				8-75	13-63	13-12	21-67	19-00		230	250	Bihar, south—
												Patna.
				18-12	16-37	15-78	26-87	28-75	20-69	230	230	Bihar, north—
				17-34	20	18-12		25	50	230	276-28	Rhegalpur.
												Mumfistpur.
						14-70	32-29	23-19	30-47	325-68	317-19	N.-W. Provinces—
												Eastern—
												Benares.
15-68	18-29			12-13	16-51	15-88	20-52	20	27-5	200-88	200-88	Central—
15-76	18-08			12-08	13-01	15-88	24-80	21-93	31-41	270	250	Cawnpore.
												Jhansi.
				14-27		20-47	20-23 to 30			320		Western—
17-1	18-67			18-75		18-12	22-19	23-12	33-5	230	268-56	Meerut.
												Agra.
										300	320	Submontane, west—
												Shahjahanpur.
14-08	21-35			12-08	16-77	16-61	23-83	14-79		310	310	Oudh—
												Southern—
												Lucknow.
				18-18	17-51	23-44 and 33-18				205	284-45	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899—continued

Districts.	GOL.		SALT.		TOBACCO LEAF.		TURKISH.		ONION.		STRAW.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergui . . . . .	...	...	11-85	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-64	...	...	...	...	...	...	...	...	...
Moulmein and Amphet . . . . .	...	...	25-09	...	...	...	...	...	...	...	...	...
<b>Pegu (deltaic)—</b>												
Bangoca . . . . .	...	...	19-28	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-39	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<b>Pegu (island)—</b>												
Benzada . . . . .	...	...	24-97	...	...	...	...	...	...	...	...	...
Tungoo . . . . .	...	...	25-91	...	...	...	...	...	...	...	...	...
<b>Upper Burma—</b>												
Mandalay . . . . .	...	...	20-33	...	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakeha . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<b>Arakan—</b>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	30-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<b>Brakmaputra—</b>												
Guahata . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong . . . . .	...	...	35	37-5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	36-82	36-87	60	65	...	...	2-5	2-5	...	...
<b>Dacca—</b>												
Midnapur . . . . .	...	...	35	35-63	65	45	...	...	...	...	1-56	1-2
Calcutta . . . . .	...	...	35-75	34-87	77-5	62-5	...	...	8-38	6-25	6-25	6-25
<b>Central—</b>												
Bardwan . . . . .	...	...	22-5	24-08	...	...	...	...	...	...	2-81	3-13
Pabna . . . . .	...	...	26-75	26-12	75	70	...	...	...	...	7-5	10
<b>Northern—</b>												
Bangpur . . . . .	...	...	80	45	80	80	...	...	3-75	14(a)	5	14(a)
<b>Orissa—</b>												
Cuttack . . . . .	...	...	80	30-63	45	25	...	...	5-57	5-56	3-75	...
<b>Bihar, south—</b>												
Patna . . . . .	...	...	35	35	30	30	...	...	3-12	3-12	3-5	3-12
<b>Bihar, north—</b>												
Muzaffarpur . . . . .	...	...	36-75	37-5	40	40	...	...	...	...	...	...
Munshiganj . . . . .	...	...	34-82	36-25	100	100	...	...	...	...	...	...
<b>M.-W. Provinces—</b>												
<b>Eastern—</b>												
Benares . . . . .	27-19	40-78	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Cawnpore . . . . .	38-38	36-35	...	...	50	57-25	110	100	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<b>Western—</b>												
Moorat . . . . .	38-54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	57-6	43-5	...	...	40 to 80	...	100	...	5	...	5	...
<b>Submontane, west—</b>												
Shahjahanpur . . . . .	33-35	...	...	...	...	...	100 and 105	105 and 110	...	...	...	...
<b>Udih—</b>												
<b>Southern—</b>												
Lucknow . . . . .	40-78	50	...	...	70	72-5	...	...	3-38	4-01	...	...
<b>Northern—</b>												
Fyzabad . . . . .	26-25	57-19	...	...	...	...	...	...	...	2-81	...	...

(a) For bundle.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

[illegible]



## WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899—continued.

Districts.	Rice, UNHUSKED.		Rice, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	38-53	38-38	...	...	29-63	32-31	...	...	32-19	24-08	20	18-12
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	15-36	20	40	40	22-34	20-06	27-18	31-25	12-5	19-06	50	27-08
Central—												
Lahore . . . . .	17-08	22-28	32-66	41-36	21-06	23-73	25-06	28-13	11-06	15	17-31	18-58
South-eastern—												
Delhi . . . . .	21-04	25	30-78	38-35	21-04	20-78	27-6	24-79	13-58	12-59	17-4	18-50
Submontane—												
Amritsar . . . . .	17-4	25	34-79	44-42	20-52	25	28-24	24-67	...	...	...	...
Northern—												
Rawalpindi . . . . .	18-67	20	47-68	47-08	24-06	26-04	28-82	27-3	14-54	12-10	12-5	15-94
Western—												
Multan . . . . .	14-37	14-37	34-22	36-35	24-18	24-79	20	20-01	12-57	16-61	15-38	20-26
<b>Sind and Baluchistan—</b>												
Kutchi	...	...	31-25	43-5	50	55-27	...	...	...	38-75	18-12	20-42
Sikarpur . . . . .	...	...	...	...	23-18	31-50	...	...	15-02	18-75	12-81	...
Quetta . . . . .	...	...	...	...	24-07 to 27-5	36-73	60	65	21-25	27-5	18-75	24-27
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	35-26	...	...	...	...	...	...
Kolhapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	...	...	...	...	25-51	...	...	...	...	...	15-47	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	16-85	...
Gujarat—												
Surat . . . . .	...	...	...	...	28-53	30-18	...	...	...	...	18-02	23-21
Ahmedabad . . . . .	22-5	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	28	31	33	35	33-31	40	...	...	16-81	...
Central—												
Jabalpur . . . . .	20-5	...	32-19	34-69	21-06	30-75	30-69	34-37	...	...	16-69	17-67
Eastern—												
Bhopal . . . . .	...	...	21	20-5	21	30-75	20	44	...	...	...	...
<b>Bihar—</b>												
Patna . . . . .	...	...	...	...	28-57	29-29	...	...	...	...	11-54	18-23
Bhikampur . . . . .	...	...	36-67	33-58	34-38	50	44-44	57-19	...	...	13-81	...
Araonchi . . . . .	...	...	49	44-37	23-33	40	40	50	...	...	13-83	16-12
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	22	50-0
Belom . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	18-6	...
Chidambur . . . . .	17-8	26-4	33-5	30-2	...	...	...	...	...	...	16-8	24-9
Kannai . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—												
Nellora . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madurai . . . . .	17-8	29-9	31-8	45-7	...	...	...	...	...	...	...	...
Tanjore . . . . .	18-2	21-3	33-5	37-8	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern—												
Madurai . . . . .	...	...	...	...	...	...	...	...	...	...	20	37-9
<b>Mysore—</b>												
Mysore . . . . .	19-67	22-91	37-99	42-05	37-22	45-68	63-06	54-85	...	...	...	...
Bangalore . . . . .	19-26	19-6	38-22	54-25	35-28	50-54	59-6	54-89	...	...	15-56	25-31



(The figures represent prices per ton measured in rupees and decimals of a rupee.)

RAJMA.		RAGI.		MAIZE.		GRAM.		ARHAR DAL.		OIL.		Districts.
1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	1899.	1900.	
												<b>Rajputana—</b>
25	25	...	...	20	20	25	24-00	...	...	320	320	<i>Eastern—</i> <i>Ajmer.</i>
												<b>Panjab—</b>
20	20	...	...	12-5	12-47	17-70	22-19	40	57-12	310	340	<i>Southern—</i> <i>Ferozepur.</i>
19-13	20-76	...	...	12-12	17-78	18-49	20-91	20-28	35-79	330	330	<i>Central—</i> <i>Lahore.</i>
19-06	19-50	...	...	14-70	20	19-58	27-6	27-5	42-08	330	335-77	<i>Southeastern—</i> <i>Delhi.</i>
...	...	...	...	12-3	14-79	17-08	22-8	...	...	...	335	<i>Submontane—</i> <i>Amritsar.</i>
19-06	20	...	...	14-24	15-94	17-61	25-35	23-38	50	330-24	320	<i>Northern—</i> <i>Bawalpindi.</i>
17-4	22-19	...	...	12-23	20-59	21-25	20-73	...	...	322-5	320-50	<i>Western—</i> <i>Multan.</i>
												<b>Sind and Baluchistan—</b>
20-62	24-37	...	...	...	...	26-25	30	...	47-5	255	240	<i>Karachi.</i> <i>Shikarpur.</i>
...	18-12	...	...	...	...	20-47	20-16	...	...	312-5	...	<i>Quetta.</i>
...	...	...	...	23-5	30	...	...	40	...	260	230	<b>Bombay—</b>
...	...	...	...	...	...	...	...	...	...	...	...	<i>Dacca—</i> <i>Dharmu.</i> <i>Bholapur.</i> <i>Poon.</i>
20-65	22-22	...	...	...	...	25-73	...	...	...	...	...	<i>Khandesh—</i> <i>Ahmadnagar.</i> <i>Dhulia.</i>
20-65	...	...	...	...	...	23-51	...	...	...	...	...	<i>Gujarat—</i> <i>Surat.</i> <i>Ahmadabad.</i>
...	27-6	...	...	...	...	...	31-97	...	...	...	...	<b>Central Provinces—</b>
...	...	...	...	...	...	20	25	20	25	338-31	330	<i>Western—</i> <i>Nagpur.</i>
...	...	...	...	...	...	18-37	22-37	...	...	290	285	<i>Central—</i> <i>Jubbulpore.</i>
...	...	...	...	...	...	16	23-26	...	...	275	260	<i>Eastern—</i> <i>Balpur.</i>
...	...	...	...	...	...	...	...	...	...	...	...	<b>Berar—</b>
20	40	...	...	...	...	22-18	23-23	25	28-23	330	320	<i>Rasim.</i> <i>Ellichpur.</i> <i>Amroha.</i>
15-20	22-50	...	...	...	...	27-34	23-44	25	26-37	290	290	<b>Madras—</b>
...	...	...	...	...	...	...	...	...	...	...	...	<i>South, central—</i> <i>Coimbatore.</i> <i>Salem.</i>
12-2	20	12-9	24-2	...	...	31-3	43-1	34-2	30-3	330-4	400	<i>Central—</i> <i>Bellary.</i> <i>Guddeph.</i> <i>Karnal.</i>
17-3	23-5	...	...	...	...	34-7	40	16-9	...	328-1	330-4	<i>East Coast, central—</i> <i>Nellore.</i>
...	...	17-1	23-9	...	...	...	...	20-4	30-5	...	...	<i>East Coast, south—</i> <i>Madras.</i> <i>Tanjore.</i> <i>Trichinopoly.</i>
...	...	...	...	...	...	36-7	54-6	...	...	335-3	329-1	<i>Southern—</i> <i>Madras.</i>
...	...	17-5	25-3	...	...	...	...	...	...	...	...	<b>Mysore—</b>
25-5	...	...	...	...	...	...	...	25-6	25-7	...	...	<i>Mysore.</i> <i>Bangalore.</i>
...	...	19-1	19-59	...	...	15-44	27-71	69-21	75-43	252	343-02	
...	...	19-79	20-91	...	...	17-94	23-23	85-28	47-04	332-55	411-9	



## WHOLESALE PRICES FOR THE 2nd HALF OF MARCH 1898 AND 1899—continued.

Districts.	Gm.		Salt.		Tobacco Leaf.		Tea & C.		Grains.		Straw.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	44-43	52-38	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	188-38	110	3-28	3-12	4-01	5
Central—												
Lahore . . . . .	...	...	...	...	55-33	57-18	189-57	122-07	8-03	10	4-01	5-83
South-eastern—												
Delhi . . . . .	...	...	...	...	50	50	122-33	114-37	7-07	3-67	10	3-21
Submontane—												
Amritsar . . . . .	...	...	...	...	40	...	...	...	...	...	4-01	5-21
Northern—												
Bawalpindi . . . . .	...	...	...	...	40	40	133-33	98-27	5	5-51	5	5-41
Western—												
Multan . . . . .	...	...	...	...	100	100	122-38	123-33	5-51	3-07	3	5-32
<b>Sind and Baluchistan—</b>												
Kutchi												
Shikarpur . . . . .	33-47	30	...	...	...	...	...	105	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar												
Sholapur												
Poona . . . . .	42-23	64-9	...	...	...	...	...	...	...	...	...	...
Maharashtra—												
Ahmadnagar												
Dhule . . . . .	55-33	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat												
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jabalpur . . . . .	...	...	30	39-14	60	60	120	115	...	...	...	...
Eastern—												
Bilaspur . . . . .	...	...	37	49	120	160	100	73	...	...	...	...
<b>Berar—</b>												
Bilaspur												
Ellichpur												
Amraoti . . . . .	...	...	...	...	120	180	140	120	32(a)	12(c)	...	...
<b>Madras—</b>												
South, central—												
Chimbatore												
Salem . . . . .	54-4	60	...	...	124-1	127-3	68-8	315	...	...	3-1	3-8
Central—												
Bellary												
Cuddapah	28-5	43-5	...	...	...	...	...	...	...	...	...	...
Karur . . . . .	...	...	...	...	30-5	53-3	58-9	54-7	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2-0	4-5
East Coast, south—												
Madras												
Tanjore	43-5	49-4	...	...	128-9	131-7	77-2	57-8	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	128-3	128-3	...	...	...	...	...	...
Southern—												
Madras . . . . .	...	...	...	...	100-8	116-8	...	...	...	...	4-2	2-4
<b>Mysore—</b>												
Mysore												
Bangalore . . . . .	60-23	59-58	...	...	374	374	132-45	101-29	10-71	30-5	7-14	7-14
	40-69	53-69	...	...	342-5	342-75	154-12	118-96	9	3-5	10	10-71

(a) Per 100 pollies weighing on an average 136 lbs.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BUDRA.		SHEEP. PER SCORE.		GOATS. PER SCORE.		PLOUGH BULLOCKS, PER TALE.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3.36	3	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer.
...	4.37	...	...	50	50	...	...	75	75	Punjab— Southern— Ferozepur.
...	...	...	...	100	100	...	...	112.5	105	Central— Lahore.
10	8	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	55	...	...	...	...	Submontane— Amritsar.
4.01	6.67	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
7.03	5	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7.5	9.37	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surt. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	50	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	35	...	...	45	35	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Basim. Ellichpur. Amroli.
...	...	...	...	50	50	...	...	60	60	Madras— South, central— Coimbatore. Belan.
2.5	2.5	...	...	80	80	...	...	60	60	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	60	100	...	...	70	120	East Coast, central— Nellore.
...	...	...	...	...	...	...	...	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	55	55	55	55	...	...	Southern— Madras.
...	...	...	...	80	67.5	80	67.5	...	...	Mysore— Mysore. Bangalore.
...	...	...	...	100	100	...	...	70	70	
...	...	...	...	100	180	...	...	180	180	

(a) Per 100 pollies weighing on an average 745 lbs.

J. E. O'CONOR,

Director-General of Statistics.

J. F. FINLAY,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

May 5, 1899.

E



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899. (*The figures represent*

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUS ( <i>Sorghum vulgare</i> ).		BAJRA OR OHOLUS ( <i>Pennisetia spicata</i> ).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Burma—</b>												
Tenasserim—												
Mergui . . . . .					10 10	10 10	11 5	11 5				
Tavoy . . . . .					12 7	12 7	13 18	13 18				
Monimela and Ambaya . . . . .	7 —	7 —			10 8	10 8	12 8	12 8				
Pegu (deltaic)—												
Pegu . . . . .					10 3	10 3	14 3	14 3				
Yangon . . . . .	10 —	10 2			11 2	11 —	14 4	14 3				
Thongwa . . . . .					11 5	11 2	13 2	11 15				
Bassein . . . . .					11 14	11 14	13 9	12 9				
Pegu (inland)—												
Tharwadi . . . . .					11 11	11 11	14 —	14 —				
Bennada . . . . .					8 5	9 2	9 15	10 5				
Pyaw . . . . .					9 9	10 5	13 4	13 4				
Toungoo . . . . .					11 2	11 3	12 8	12 8				
Thayetmye . . . . .	12 12	12 12			10 9	10 12	12 12	12 12	22 10	22 10		
Upper Burma—												
Mandalay . . . . .	11 —	12 6			11 9	12 —	12 1	12 3				
Bamio . . . . .					12 —	12 —	17 —	17 —				
Pakokko . . . . .					9 2	9 2	10 10	10 10	18 4	18 8		
Moulm . . . . .					13 2	13 2	15 5	17 9				
Arakan—												
Sandoway . . . . .					15 12	16 12	21 —	21 —				
Kyaukpada . . . . .					12 8	13 12	19 9	12 12				
Akyab . . . . .					12 —	16 —	16 —	16 —				
<b>Assam—</b>												
Burma—					15 12	17 6	19 4	19 4				
Nyhet . . . . .	8 —	8 —			8 —	8 —	16 —	16 —				
Cachar . . . . .												
Hill tracts—												
Kham and Jaintia Hills . . . . .	8 7	5 14			8 1	5 4	8 1	7 6				
Garo Hills . . . . .					4 3	—	20 —	20 —				
Manipur . . . . .					31 —	31 —	37 —	37 —				
Brahmaputra—												
Golpara . . . . .	24 —	21 —			6 —	6 —	16 —	16 —				
Golpara . . . . .	8 8	10 —			15 —	10 —	16 —	16 —				
Barak . . . . .	9 —	9 —			11 —	11 —	18 —	18 —				
Darrang . . . . .					5 12	5 12	16 —	14 —				
Nowgong . . . . .					8 4	8 —	13 —	13 —				
Sibsagar . . . . .	8 8	8 —			6 8	6 8	14 —	14 —				
Lakhimpur . . . . .												
<b>Bengal—</b>												
Eastern Hill tracts—												
Naga Hills . . . . .					5 —	5 —	12 —	12 —				
Eastern—												
Backerganj . . . . .					16 —	18 8	15 —	14 —				
Nonkhali . . . . .					10 10	10 10	16 3	16 3				
Chittagong . . . . .					41 —	12 8	14 —	14 8				
Tripura . . . . .					10 —	19 —	18 3	18 3				
Dacca . . . . .	14 8	12 18	22 —	16 8	12 —	11 10	16 4	16 4				
Maimensingh . . . . .	12 8	12 8	9 8	10 —	16 —	16 —	18 —	16 —				
Dacca—												
Khulna . . . . .					15 —	16 —	19 —	19 —				
24-Parganas . . . . .					10 —	10 —	14 8	14 14				
Midnapur . . . . .	16 —	16 —			14 —	12 —	18 —	16 —				
Howrah . . . . .					10 8	10 8	14 —	14 —				
Calcutta . . . . .	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	16 —	17 12	16 —	16 —
Hooghly . . . . .	14 —	14 —			8 —	8 —	14 —	14 —				
Nadia (Krishnagar) . . . . .	20 —	20 —	22 —	22 —	6 11	6 11	15 9	15 9				
Jessore . . . . .	12 —	12 —	13 —	13 —	18 —	18 —	18 8	18 8				
Faridpur . . . . .	18 —	18 —	20 —	20 —	8 —	8 —	20 —	20 —				



the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MADRAS OR RASI (Kios- sine corp- cana).		KANON, OR KANON, ITALIAN MILLET (Sotaria vitiou).		GRAM, CHENNA, CHOLA, KADALAY OR KUDAGA (Chav vitiou).		MAJER (Zoo Hays).		ARMAN, OR THUR, CADIAN PFA (Cafanus vitiou).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma--
...	...	...	...	8 9	8 9	...	...	...	...	16 14	16 14	Tenasserim--
...	...	...	...	9 5	9 5	...	...	7 --	7 --	16 --	14 --	Meergui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Mochemin and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 --	9 --	14 8	14 --	Pegu (deltaic)--
...	...	...	...	12 --	12 4	...	...	10 4	10 4	19 8	19 8	Pegu.
...	...	...	...	...	...	...	...	...	...	16 2	16 8	Rangoon.
...	...	...	...	9 10	9 13	...	...	...	...	15 15	15 15	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassain.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)--
...	...	...	...	13 9	13 7	...	...	5 11	5 11	10 --	10 --	Thrawadi.
...	...	...	...	11 14	11 14	...	...	8 --	9 6	14 2	14 3	Henzada.
...	...	...	...	9 12	9 12	...	...	...	...	13 10	12 10	Frome.
...	...	...	...	16 --	16 --	27 9	27 9	11 --	16 7	16 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	17 8	18 12	...	...	9 --	9 7	15 2	16 11	Upper Burma--
...	...	...	...	6 6	6 8	...	...	6 8	6 8	9 --	9 --	Mandalay.
...	...	...	...	17 2	15 --	...	...	8 7	6 7	14 3	14 3	Bam.
...	...	...	...	17 8	17 8	26 14	26 14	5 --	5 --	14 4	14 4	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Moikilla.
...	...	...	...	...	...	...	...	...	...	15 4	17 10	Arakan--
...	...	...	...	...	...	...	...	...	...	24 --	24 --	Sandoway.
...	...	...	...	10 --	10 --	...	...	7 --	7 --	10 --	10 --	Kyaukpada.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam--
...	...	...	...	14 8	14 8	...	...	11 4	11 4	10 2	10 5	Sarna--
...	...	...	...	10 10	10 10	...	...	9 24	9 24	8 --	8 --	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Onchar.
...	...	...	...	9 4	7 --	12 4	12 8	7 4	7 --	6 1	6 2	Hill tracts--
...	...	...	...	8 --	8 --	...	...	6 --	6 --	6 4	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 --	3 --	4 --	4 --	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 8	13 --	...	...	11 --	10 --	16 --	10 --	Brahmaputra--
...	...	...	...	14 --	15 --	...	...	10 8	11 --	10 --	16 --	Goalpara.
...	...	...	...	13 --	13 --	...	...	10 --	10 --	10 --	10 --	Raimrup.
...	...	...	...	9 --	9 --	...	...	9 --	9 --	9 --	9 --	Darrang.
...	...	...	...	10 --	10 --	...	...	9 --	9 --	9 --	9 --	Nowgong.
...	...	...	...	12 --	12 --	...	...	10 --	10 --	8 --	8 --	Shibpur.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal--
...	...	...	...	5 --	4 8	...	...	4 8	4 --	4 8	4 8	Eastern hill tracts--
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	13 --	13 8	...	...	...	...	10 --	10 --	Eastern--
...	...	...	...	12 8	12 8	...	...	...	...	9 --	9 --	Bacherganj.
...	...	...	...	12 --	12 8	...	...	9 --	8 8	10 --	10 8	Noakhali.
...	...	...	...	16 --	16 --	...	...	12 14	11 12	10 --	10 --	Chittagong.
...	...	...	...	8 --	8 --	...	...	10 8	10 8	9 8	9 8	Tippora.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	14 --	14 --	...	...	10 --	10 --	10 --	10 --	Dacca--
...	...	...	...	18 4	18 12	...	...	14 --	14 4	11 --	11 --	Khalua.
...	...	...	...	20 --	16 4	...	...	24 --	12 --	11 4	10 6	St-Parganas.
...	...	...	...	16 --	16 --	...	...	18 --	12 8	10 6	10 6	Midnapur.
...	...	...	...	17 12	16 --	23 --	23 --	12 4	11 6	10 --	10 --	Howrah.
...	...	...	...	16 --	16 --	...	...	11 --	11 --	10 --	10 8	Cuttack.
...	...	...	...	22 --	22 1	...	...	11 7	12 3	11 7	11 7	Hooghly.
...	...	...	...	20 --	18 8	...	...	12 --	12 --	10 --	10 --	Nadia (Krisnapur).
...	...	...	...	23 --	23 --	...	...	8 --	8 --	10 --	10 --	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.



## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR UNOLUM (Sorghum vulgare).		BAJRA OR CHURU (Pennisetia spicata).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bankura . . . . .	15 —	15 —	—	—	13 4	13 4	18 12	20 —	—	—	—	—
Bardwan . . . . .	16 8	15 8	—	—	15 —	15 —	17 —	17 —	—	—	—	—
Birbhum . . . . .	16 —	15 —	—	—	15 —	15 —	18 —	19 —	—	—	—	—
Murshidabad . . . . .	21 —	20 —	22 —	21 —	15 —	14 —	19 —	18 8	—	—	—	—
Ranthal Parganas . . . . .	14 8	13 8	22 —	20 —	14 8	12 8	22 —	20 —	—	—	—	—
Patna . . . . .	22 2	18 8	35 —	22 8	7 —	7 —	18 12	18 12	—	—	—	—
Bogra . . . . .	16 8	16 8	—	—	15 —	15 —	23 8	22 8	—	—	—	—
Rajshahi . . . . .	25 8	22 8	45 —	41 4	12 —	12 —	19 2	18 12	—	—	—	—
Malda . . . . .	13 —	—	—	—	10 —	9 —	20 —	1 —	—	—	—	—
<i>Northern—</i>												
Rangpur . . . . .	12 —	12 —	—	—	10 —	9 —	19 —	18 —	—	—	—	—
Dinajpur . . . . .	16 —	16 —	16 —	16 —	15 10	15 10	21 10	21 10	—	—	—	—
Jaipur . . . . .	13 —	12 —	—	—	5 —	5 —	16 —	16 —	—	—	—	—
<i>Hills—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	14 —	16 —	—	—	—	—
<i>Orissa—</i>												
Puri . . . . .	11 —	10 8	—	—	6 —	7 14	18 6	18 4	—	—	—	—
Cuttack . . . . .	13 8	13 2	—	—	10 8	10 8	18 6	18 6	—	—	—	—
Balasore . . . . .	16 —	15 —	16 6	11 —	14 —	13 —	14 —	17 —	—	—	—	—
<i>Chota-Nagpur—</i>												
Singbhum . . . . .	8 —	8 —	—	—	16 —	16 —	20 —	20 —	—	—	—	—
Manbhum . . . . .	14 —	14 —	22 —	20 —	18 —	14 —	23 —	22 —	26 —	24 —	—	—
Lehirdaga . . . . .	8 —	8 —	—	—	8 —	8 —	—	—	—	—	—	—
to . . . . .	to . . . . .	to . . . . .	22 —	22 —	14 60	14 60	20 —	20 —	—	—	—	—
Palamu . . . . .	16 —	15 —	—	—	14 —	14 —	—	—	—	—	—	—
to . . . . .	21 4	18 8	30 6	30 6	18 —	16 14	20 4	18 8	—	—	—	—
Hazaribagh . . . . .	15 —	14 —	24 —	20 —	6 —	6 —	19 —	18 —	—	—	—	—
<i>Bihar, south—</i>												
Monghyr . . . . .	21 4	16 —	27 —	24 —	11 8	10 —	14 12	14 8	—	—	—	—
Gaya . . . . .	19 —	18 —	27 4	27 —	9 4	10 —	18 —	18 —	23 —	21 —	—	—
Patna . . . . .	20 —	20 —	30 —	30 —	16 —	15 —	21 —	21 8	25 —	24 —	—	—
to . . . . .	17 —	17 —	—	—	—	—	14 —	15 —	—	—	—	—
Shahabad . . . . .	and 18 —	and 18 —	—	24 —	9 —	9 —	to 17 —	18 —	—	—	—	—
<i>Bihar, north—</i>												
Patna . . . . .	16 —	16 —	—	—	15 —	15 —	16 8	16 8	—	—	—	—
Bhagalpur . . . . .	17 12	17 12	20 8	20 8	14 —	13 14	16 8	17 —	—	—	—	—
Darbhanga . . . . .	17 —	14 —	25 —	25 8	9 8	9 8	14 —	15 —	—	—	—	—
Muzaffarpur . . . . .	17 —	18 —	—	20 —	8 —	8 —	14 —	14 —	—	—	—	—
Saran . . . . .	18 —	17 —	25 —	20 —	8 —	10 —	15 —	15 8	21 —	—	—	—
Champaran . . . . .	15 —	15 8	31 —	—	0 8	6 8	12 8	12 8	—	—	—	—
<b>N.-W. Provinces—</b>												
<i>Eastern—</i>												
Mirzapur . . . . .	17 8	15 8	28 —	26 —	11 —	11 —	15 —	15 —	26 —	24 8	24 —	22 —
Banarès . . . . .	16 8	15 7	28 11	24 —	8 6	8 6	13 8	13 8	24 8	24 8	24 8	22 —
Ghazipur . . . . .	16 14	15 14	31 8	30 14	7 10	7 10	13 6	13 6	23 12	20 4	20 4	20 4
Jaunpur . . . . .	19 —	18 8	25 —	28 —	7 —	7 —	14 8	14 8	—	—	—	—
Allahabad . . . . .	16 —	14 8	24 —	23 —	9 —	9 —	12 —	11 12	20 8	22 —	18 8	21 8
<i>Central—</i>												
Banda . . . . .	16 —	14 —	22 8	20 —	—	8 8	18 8	13 12	25 —	24 —	23 —	23 8
Fatehpur . . . . .	17 4	16 —	26 8	24 8	8 —	8 —	14 —	14 —	—	—	—	—
Hamirpur . . . . .	16 —	16 8	20 —	24 —	8 —	8 —	11 —	13 —	25 12	25 4	25 12	25 4
Jaloun . . . . .	10 —	10 —	26 —	26 —	8 —	8 —	12 —	12 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	17 8	16 —	27 8	27 —	—	—	18 —	18 4	28 —	26 —	25 —	25 8
Shajoh . . . . .	18 4	16 —	27 —	26 8	6 —	7 12	13 4	12 4	26 8	26 —	25 12	25 8
Etawah . . . . .	17 12	18 —	24 12	23 —	5 —	5 —	13 —	13 —	29 8	30 —	25 8	25 —
Farrukhabad . . . . .	18 1	18 6	30 —	30 —	4 12	4 12	14 8	14 8	—	28 10	27 4	27 4
Mainpuri . . . . .	19 4	18 12	32 8	32 8	—	—	11 —	11 —	27 8	29 8	28 8	28 8
Etah . . . . .	20 —	18 8	33 8	33 8	4 8	4 8	13 —	13 —	33 8	30 8	30 —	—
<i>Western—</i>												
Meerut . . . . .	17 —	16 8	24 —	23 —	5 —	5 —	12 —	12 —	25 —	24 —	21 —	21 —
Agra . . . . .	18 8	16 8	26 —	26 —	8 —	8 —	12 —	12 —	25 —	25 —	23 —	23 —
Muttra . . . . .	18 —	17 4	23 12	23 12	7 8	7 8	14 2	14 2	25 8	25 8	23 8	23 2
Aligarh . . . . .	19 —	17 —	31 —	30 —	5 8	5 8	—	—	27 —	27 —	25 —	25 —
Bulandshahr . . . . .	20 —	19 —	33 —	32 —	5 —	5 —	12 —	12 —	28 —	28 —	25 —	25 —
<i>Bulandshahr, east—</i>												
Balla . . . . .	16 —	16 4	23 —	24 —	7 —	7 —	14 —	15 —	25 —	23 —	20 —	20 —
Azamgarh . . . . .	16 —	16 —	24 8	24 8	4 7	4 7	14 8	14 8	25 1	25 1	—	—
Gorakhpur . . . . .	17 4	18 14	26 8	26 8	12 8	12 8	14 12	14 7	27 —	27 —	23 8	23 8
Basti . . . . .	19 8	19 12	30 —	28 —	10 —	11 4	15 4	16 8	—	—	—	—



represent the number of sere (of 80 tolas) and chittaks sold for one rupee.)

MAMUA OR MAOI (Siam- sing cov- cano).		KANGNI OR KANUN, ITALIAN MILLET (Setaria italica).		GRAM, ORRINA, CHOLA, MALAY OR HUNAGA (Ucer aristinum).		MAISR (Zea Mays).		ANRAN, OR THUN, CADJAN PRA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				15 —	15 —			12 —	12 —	10 —	10 —	Bengal—continued.
				21 8	21 8			14 —	14 —	12 4	12 4	Central—
				25 —	20 —			14 —	13 8	10 8	10 8	Bankura.
				33 —	29 —			18 —	18 —	11 —	11 —	Bardwan.
				21 —	25 —	32 —	30 —	25 —	35 —	10 8	10 —	Birbham.
				26 4	16 8			12 8	12 8	9 12	9 12	Murshidabad.
				19 8	16 8			9 12	9 12	9 12	9 12	Senthal Pergame.
				24 —	26 4			26 4	26 4	9 12	9 12	Patna.
				23 —	22 —			14 —	14 —	9 8	10 —	Bogra.
				20 —	19 —	21 —	21 —	8 —	9 —	9 —	9 —	Kajabahi.
				19 —	19 —			16 8	18 —	10 10	10 10	Malda.
				17 8	17 —			12 —	12 —	10 —	10 —	Northern—
14 —	14 —			11 4	11 —	24 —	24 —	8 —	8 —	8 —	8 —	Bangpur.
				15 —	15 6			8 2	7 14	13 4	13 4	Dinajpur.
				18 6	18 6			21 —	21 —	10 12	10 12	Jalpaiguri.
				16 —	16 —			10 8	11 —	10 4	11 4	Hills—
				9 —	9 —			10 —	10 —	7 —	7 —	Darjeeling.
				18 —	18 8			14 —	13 —	11 —	10 —	Orissa—
				20 —	20 —	28 —	28 —	11 —	11 —	9 8	9 8	Puri.
35 12	35 12			23 11	23 10	30 6	30 —	13 —	13 —	8 8	8 8	Cuttack.
25 —	25 —			24 —	22 6	24 —	22 8	12 8	12 4	9 —	8 —	Balasore.
				23 12	21 —	25 —	25 —	18 12	20 —	10 —	10 —	Chota Nagpur—
				20 —	27 —			17 —	16 —	10 —	10 —	Singbham.
				26 —	26 —	45 —	45 —	20 —	20 —	11 —	11 —	Manbhum.
				29 —	25 —			23 —	23 —	10 8	10 8	Lohardaga.
				16 —	15 —			11 —	11 —	10 8	10 8	Palamau.
				25 8	25 4	30 8	30 8	14 —	12 14	10 —	10 —	Hazribagh.
				22 —	20 —	24 —	24 —	14 —	14 —	10 8	10 8	Bihar, south—
				23 —	23 —	28 —	28 —	14 —	16 —	11 8	11 8	Monghyr.
				27 —	25 —	29 —	29 8	18 8	18 8	10 8	10 12	Gaya.
				21 —	20 —	24 —	22 —	14 8	14 —	10 8	10 8	Patna.
				14 —	14 —			11 —	11 —	10 8	10 8	Shahabad.
				28 —	26 —	33 —	33 —	18 —	17 —	11 —	11 —	Bihar, north—
				25 14	25 —	27 2	27 10	16 4	16 4	10 8	10 8	Purnea.
				16 13	16 8	27 2	27 8	18 8	16 14	9 4	9 4	Bhagalpur.
				22 —	22 —	24 —	24 —	21 —	21 —	11 4	11 4	Darbhanga.
				34 —	28 8			26 8	26 —	10 8	10 8	Manerpur.
				30 —	29 —			18 —	17 —	11 —	11 —	Saran.
				27 8	25 —	30 8	30 —	19 —	19 —	11 4	11 4	Champaran.
				29 12	25 4			10 —	10 —	10 4	10 4	N.W. Provinces—
				24 —	24 8	33 —	32 —	19 —	18 —	11 12	11 12	Eastern—
				25 8	24 8	30 8	30 —	18 —	17 —	11 —	11 —	Mirzapur.
				22 8	22 8			16 5	16 5	11 4	11 4	Benares.
				22 —	22 8	33 8	34 8	19 8	19 8	11 —	11 —	Ghazipur.
				23 8	23 8	40 —	37 8	14 8	13 8	11 8	11 8	Jaunpur.
				19 —	17 8	28 —	24 —	14 8	14 8	11 8	11 8	Allahabad.
				22 —	22 —	32 —	33 —	14 —	14 —	12 —	12 —	Central—
				16 6	17 —	23 8	21 —	15 8	15 8	12 —	12 —	Banda.
				28 —	23 —	30 12	28 —	17 —	17 —	11 4	11 4	Fatehpur.
24 —	24 —	17 —	18 —	35 —	26 —	27 —	27 —	16 —	15 —	10 —	10 —	Hazirpur.
21 8	21 8	16 3	15 4	34 14	21 14	25 1	25 1	16 15	16 15	10 —	10 —	Jalena.
				32 —	19 8	25 12	25 12	18 4	18 4	11 —	11 —	Cawnpore.
												Itanagar.
												Etawah.
												Parakehabad.
												Mainpuri.
												Etah.
												Western—
												Muzrai.
												Agra.
												Muttia.
												Aligarh.
												Bulandshahr.
												Submontane, east—
												Ballia.
												Awangach.
												Gorakhpur.
												East.



## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued (The figures)

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUM (Sorghum vulgare).		BAJRA OR CHHOLU (Pennisetia spicata).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>N.W. PROVINCES—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur	19 6	19 —	24 —	22 —	10 4	10 4	14 4	14 6	—	—	—	26 —
Budaun	18 12	17 4	22 —	20 —	14 —	8 —	—	14 —	26 —	26 —	25 —	25 —
Philibit	17 6	17 4	26 —	26 —	5 4	5 4	16 6	16 4	26 —	26 —	—	22 —
Barah	17 8	16 8	27 6	26 14	6 14	6 14	11 12	11 14	26 4	26 4	22 12	23 2
Moradabad	19 8	17 12	20 12	20 8	5 4	5 4	18 —	18 4	31 —	26 —	26 8	26 —
Bijnor	16 8	16 14	25 8	20 6	4 —	4 8	11 4	11 12	—	—	21 6	20 4
Muzaffarnagar	19 4	18 4	23 —	23 8	—	—	11 8	12 2	—	—	—	—
Saharanpur	18 12	18 12	19 8	20 8	4 12	4 12	11 4	11 4	22 8	22 8	23 10	23 10
Dehra-Dun	17 8	16 6	22 8	22 —	6 10	7 —	11 12	12 6	18 —	18 —	16 —	20 4
<i>Rolls—</i>												
Naini Tal	18 —	18 —	21 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	11 6	11 8	17 —	17 —	5 —	5 —	10 8	11 —	—	—	—	—
Garkwal	12 —	10 —	16 —	13 —	7 —	6 —	11 —	10 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh	31 —	30 —	32 —	30 —	—	—	14 8	14 8	—	—	24 —	24 —
Sultanpur	30 8	18 —	26 8	28 —	8 —	8 —	16 —	16 —	26 —	26 —	20 —	24 —
Rae-Bareilly	19 12	19 12	26 —	26 —	5 —	5 —	15 12	16 —	26 —	26 —	22 —	22 —
Unao	16 8	16 6	26 —	25 —	8 —	8 —	14 —	14 —	26 —	26 —	22 —	22 8
Lucknow	18 12	18 4	31 —	30 —	5 8	5 8	14 —	13 8	32 —	29 —	27 —	28 —
Hardoi	23 —	19 8	35 —	35 —	—	—	16 —	16 —	25 —	25 —	26 —	30 —
<i>Northern—</i>												
Fyzabad	18 8	17 11	26 —	26 —	12 —	12 —	15 —	14 8	31 —	29 8	25 8	26 8
Barabanki	18 8	26 —	24 —	—	—	—	14 —	14 —	32 —	26 —	26 —	26 —
Gonda	20 8	18 4	26 —	22 —	—	—	16 8	16 4	32 8	32 8	26 —	26 —
Bahraich	18 —	18 —	26 —	27 —	7 —	7 —	16 —	16 —	40 —	38 —	28 —	28 —
Sitapur	18 12	20 —	26 —	22 —	3 —	3 —	14 —	14 —	—	28 8	—	27 —
Khari	20 8	19 8	26 —	29 —	5 —	5 —	15 —	16 8	40 —	40 —	—	—
<b>Rajputana—</b>												
<i>Southern—</i>												
Partabgarh	20 8	20 8	31 4	31 4	7 12	7 12	14 1	14 1	37 8	37 8	18 12	19 12
Banswara	15 5	14 6	15 8	12 8	5 10	5 —	14 6	12 8	—	—	—	—
Mewar (Udaipur)	14 7	14 7	21 2	20 8	8 8	8 8	9 6	9 6	24 14	27 5	15 8	15 12
<i>Hilly Tracts of Mewar—</i>												
(Dungarpur)	16 8	17 —	26 —	24 —	7 8	7 8	11 8	11 8	—	—	—	—
Sirohi	12 4	12 —	21 —	20 —	5 8	5 8	7 —	7 —	15 —	15 —	14 —	14 —
Erinpura	14 2	14 8	21 10	21 14	6 10	6 10	9 8	9 2	20 6	20 4	16 4	16 11
Ajmer	14 2	12 8	19 10	18 —	6 5	6 5	9 2	9 2	21 —	20 8	17 24	17 24
Aha	12 8	12 4	17 10	17 14	5 12	5 11	7 4	7 10	—	—	12 8	14 8
Kishangarh	18 4	18 4	18 —	17 12	5 8	5 8	6 8	6 8	19 12	19 8	17 12	17 12
Bundi	16 4	16 8	25 4	25 8	5 8	5 8	6 8	6 8	20 12	20 8	18 8	18 8
Kotah	19 12	18 8	20 —	20 —	7 —	7 4	8 12	8 —	26 4	26 4	19 12	20 —
Jhalawar	17 —	15 12	23 14	24 10	7 10	7 11	12 —	12 2	30 4	30 4	20 24	20 24
Tonk	14 —	14 —	20 —	21 —	4 —	5 —	6 —	7 —	31 —	32 —	—	18 —
Jaipur	12 —	11 12	18 12	19 —	4 4	4 4	6 8	6 8	19 —	18 8	16 8	16 8
Koraili	15 —	15 —	25 10	25 8	9 1	9 1	9 11	9 11	27 8	27 2	23 12	23 12
Udaipur	16 —	16 7	27 —	25 8	9 —	9 5	10 2	10 2	26 8	26 8	26 8	26 8
Bharatpur	16 12	15 15	20 8	27 6	5 —	5 —	8 —	8 —	25 —	25 10	23 12	23 12
Alwar	15 8	14 14	22 7	22 4	5 12	5 12	9 4	9 4	23 4	23 9	20 8	20 11
Dauli Cantonment	15 5	15 5	21 11	21 2	4 —	4 —	6 —	6 —	24 —	23 8	23 —	23 —
Nasirabad Cantonment	14 —	13 8	—	15 —	7 —	7 —	8 —	8 —	22 8	22 8	18 6	18 8
Balner	18 5	18 4	—	—	5 8	6 —	7 8	7 —	—	17 —	15 —	15 4
Anand	14 6	14 6	—	—	6 8	6 8	7 10	7 8	—	—	—	—
Shahpura	14 —	15 —	19 —	19 —	7 —	7 —	—	10 —	22 —	26 —	18 —	18 —
<i>Western—</i>												
Jodhpur	12 12	12 12	18 1	17 2	6 12	6 12	7 5	8 6	17 12	17 10	15 11	16 4
Jaisalmer	12 7	12 7	—	—	6 8	6 —	10 —	10 —	15 8	15 —	12 8	12 8
Bikaner	12 —	12 —	15 6	16 —	8 12	8 9	6 —	6 —	—	—	12 —	12 8
<b>Central India—</b>												
<i>Indore.</i>												
Nimach Cantonment	14 8	15 —	24 —	24 4	9 4	9 4	9 4	9 4	27 —	27 —	22 —	22 —
Gwalior	15 8	15 8	—	—	7 —	7 —	8 —	8 —	28 —	28 —	22 —	22 —
<i>Benares.</i>												
Benares	10 14	9 11	19 14	19 8	6 12	5 12	6 10	6 10	19 10	19 10	18 1	17 4
<b>Punjab—</b>												
<i>Southern—</i>												
Hissar	18 —	17 —	21 —	23 —	—	—	10 —	10 —	20 —	20 —	18 —	18 —
Ferozepur	18 —	17 —	21 —	27 —	—	—	10 —	10 —	20 —	22 —	20 —	20 —
<i>Central—</i>												
Lahore	18 —	16 —	24 —	23 —	—	—	12 —	12 —	22 —	20 —	20 —	21 —
Gujranwala	17 —	17 —	24 —	24 —	—	—	12 —	12 —	22 —	20 —	20 —	21 —
Guyarat	17 —	17 —	24 —	24 —	—	—	12 —	12 —	22 —	20 —	20 —	21 —
Jhelum	17 —	17 —	24 —	24 —	—	—	12 —	12 —	22 —	20 —	20 —	21 —



represent the number of sars (of 80 lbs) and chittanks sold for one rupee.)

MAHUA OR BAOI (Eleo- carys cory- mbos).		KANDU OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, RADALAT OR SURAGA (Cicer aristinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CANJAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	21 —	22 8	...	...	18 —	19 4	11 4	11 4	H.W. Provinces—contd. Submontane, coastal— Shahjahanpur.
...	...	15 —	16 —	23 —	22 —	35 —	34 —	19 —	18 —	10 12	10 12	
...	...	...	...	21 4	20 8	37 —	31 —	17 —	17 —	11 —	11 —	Bodgan.
...	...	21 4	21 4	18 7	17 13	33 —	31 4	18 12	18 12	10 —	10 —	Pilibit.
...	...	18 —	18 —	19 —	17 8	36 —	32 8	15 —	15 —	11 —	11 —	Baroli.
...	...	...	...	18 9	17 3	35 2	33 8	13 8	13 8	11 —	11 2	Moradabad
...	...	...	...	...	...	...	...	...	...	...	...	Bijnor.
...	...	...	...	19 4	18 11	39 —	37 —	14 5	14 5	11 4	11 4	Mumfarnagar.
25 9	25 12	29 10	28 10	18 8	18 8	27 11	27 11	13 15	13 15	11 4	11 4	Saharanpur.
24 8	24 8	...	...	17 4	17 8	26 9	26 8	14 —	14 —	10 8	10 8	Dehra-Dun.
...	...	...	...	...	...	...	...	...	...	...	...	Hills— Naini Tal. Almora. Gadhwal.
16 —	17 —	...	...	18 8	18 8	...	...	10 —	10 —	8 —	8 —	
...	...	...	...	12 4	12 8	...	...	11 —	11 3	8 8	8 8	Oudh— Southern— Pilibitgarh. Sahasganj. Bareilly. Unao. Lucknow. Hardoi.
...	...	...	...	10 —	8 —	...	...	9 —	6 —	7 8	6 —	
...	...	...	...	27 —	28 —	...	...	18 —	17 8	11 —	11 —	Northern— Fyzabad. Barabanki. Gonda. Bahraich. Sitapur. Kheri.
...	...	...	...	24 —	24 —	...	...	15 —	17 —	10 8	10 12	
...	...	...	...	21 —	21 —	...	...	13 —	13 —	11 —	11 —	Rajputana— Eastern— Pilibitgarh. Banswara. Mewar (Udaipur). Hilly Tracts of Mewar (Dungarpur). Sirohi. Kishangarh. Ajmer. Abu. Kishangarh. Bundi. Kota. Jhalawar. Tonk. Jaipur. Kerani. Dholpur. Bharatpur. Alwar. Dauli Cantonment. Nasirabad Cantonment. Bikaner. Anand. Shahpura.
...	...	...	...	22 —	21 —	...	...	17 —	18 8	11 —	11 —	
...	...	...	...	...	...	...	...	...	...	...	...	Western— Jodhpur. Jaisalmer. Bikaner.
...	...	...	...	20 —	20 —	...	...	18 —	19 —	11 —	11 —	
...	...	...	...	22 8	22 8	...	...	16 8	18 8	10 8	10 8	Central India— Indore. Nimach Cantonment. Gwalior.
...	...	...	...	23 —	23 —	...	...	21 —	21 —	11 —	11 —	
...	...	...	...	24 —	24 —	...	...	19 8	18 —	11 —	11 —	Panjab— Southern— Hissar. Ferozepur.
...	...	...	...	25 —	25 —	...	...	22 —	22 —	12 8	12 8	
...	...	...	...	26 —	26 —	...	...	23 —	23 —	13 8	13 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	27 —	27 —	...	...	24 —	24 —	14 8	14 8	
...	...	...	...	28 —	28 —	...	...	25 —	25 —	15 8	15 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	29 —	29 —	...	...	26 —	26 —	16 8	16 8	
...	...	...	...	30 —	30 —	...	...	27 —	27 —	17 8	17 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	31 —	31 —	...	...	28 —	28 —	18 8	18 8	
...	...	...	...	32 —	32 —	...	...	29 —	29 —	19 8	19 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	33 —	33 —	...	...	30 —	30 —	20 8	20 8	
...	...	...	...	34 —	34 —	...	...	31 —	31 —	21 8	21 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	35 —	35 —	...	...	32 —	32 —	22 8	22 8	
...	...	...	...	36 —	36 —	...	...	33 —	33 —	23 8	23 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	37 —	37 —	...	...	34 —	34 —	24 8	24 8	
...	...	...	...	38 —	38 —	...	...	35 —	35 —	25 8	25 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	39 —	39 —	...	...	36 —	36 —	26 8	26 8	
...	...	...	...	40 —	40 —	...	...	37 —	37 —	27 8	27 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	41 —	41 —	...	...	38 —	38 —	28 8	28 8	
...	...	...	...	42 —	42 —	...	...	39 —	39 —	29 8	29 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	43 —	43 —	...	...	40 —	40 —	30 8	30 8	
...	...	...	...	44 —	44 —	...	...	41 —	41 —	31 8	31 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	45 —	45 —	...	...	42 —	42 —	32 8	32 8	
...	...	...	...	46 —	46 —	...	...	43 —	43 —	33 8	33 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	47 —	47 —	...	...	44 —	44 —	34 8	34 8	
...	...	...	...	48 —	48 —	...	...	45 —	45 —	35 8	35 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	49 —	49 —	...	...	46 —	46 —	36 8	36 8	
...	...	...	...	50 —	50 —	...	...	47 —	47 —	37 8	37 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	51 —	51 —	...	...	48 —	48 —	38 8	38 8	
...	...	...	...	52 —	52 —	...	...	49 —	49 —	39 8	39 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	53 —	53 —	...	...	50 —	50 —	40 8	40 8	
...	...	...	...	54 —	54 —	...	...	51 —	51 —	41 8	41 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	55 —	55 —	...	...	52 —	52 —	42 8	42 8	
...	...	...	...	56 —	56 —	...	...	53 —	53 —	43 8	43 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	57 —	57 —	...	...	54 —	54 —	44 8	44 8	
...	...	...	...	58 —	58 —	...	...	55 —	55 —	45 8	45 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	59 —	59 —	...	...	56 —	56 —	46 8	46 8	
...	...	...	...	60 —	60 —	...	...	57 —	57 —	47 8	47 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	61 —	61 —	...	...	58 —	58 —	48 8	48 8	
...	...	...	...	62 —	62 —	...	...	59 —	59 —	49 8	49 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	63 —	63 —	...	...	60 —	60 —	50 8	50 8	
...	...	...	...	64 —	64 —	...	...	61 —	61 —	51 8	51 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	65 —	65 —	...	...	62 —	62 —	52 8	52 8	
...	...	...	...	66 —	66 —	...	...	63 —	63 —	53 8	53 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	67 —	67 —	...	...	64 —	64 —	54 8	54 8	
...	...	...	...	68 —	68 —	...	...	65 —	65 —	55 8	55 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	69 —	69 —	...	...	66 —	66 —	56 8	56 8	
...	...	...	...	70 —	70 —	...	...	67 —	67 —	57 8	57 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	71 —	71 —	...	...	68 —	68 —	58 8	58 8	
...	...	...	...	72 —	72 —	...	...	69 —	69 —	59 8	59 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	73 —	73 —	...	...	70 —	70 —	60 8	60 8	
...	...	...	...	74 —	74 —	...	...	71 —	71 —	61 8	61 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	75 —	75 —	...	...	72 —	72 —	62 8	62 8	
...	...	...	...	76 —	76 —	...	...	73 —	73 —	63 8	63 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	77 —	77 —	...	...	74 —	74 —	64 8	64 8	
...	...	...	...	78 —	78 —	...	...	75 —	75 —	65 8	65 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	79 —	79 —	...	...	76 —	76 —	66 8	66 8	
...	...	...	...	80 —	80 —	...	...	77 —	77 —	67 8	67 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	81 —	81 —	...	...	78 —	78 —	68 8	68 8	
...	...	...	...	82 —	82 —	...	...	79 —	79 —	69 8	69 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	83 —	83 —	...	...	80 —	80 —	70 8	70 8	
...	...	...	...	84 —	84 —	...	...	81 —	81 —	71 8	71 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	85 —	85 —	...	...	82 —	82 —	72 8	72 8	
...	...	...	...	86 —	86 —	...	...	83 —	83 —	73 8	73 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	87 —	87 —	...	...	84 —	84 —	74 8	74 8	
...	...	...	...	88 —	88 —	...	...	85 —	85 —	75 8	75 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	89 —	89 —	...	...	86 —	86 —	76 8	76 8	
...	...	...	...	90 —	90 —	...	...	87 —	87 —	77 8	77 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	91 —	91 —	...	...	88 —	88 —	78 8	78 8	
...	...	...	...	92 —	92 —	...	...	89 —	89 —	79 8	79 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	93 —	93 —	...	...	90 —	90 —	80 8	80 8	
...	...	...	...	94 —	94 —	...	...	91 —	91 —	81 8	81 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	95 —	95 —	...	...	92 —	92 —	82 8	82 8	
...	...	...	...	96 —	96 —	...	...	93 —	93 —	83 8	83 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	97 —	97 —	...	...	94 —	94 —	84 8	84 8	
...	...	...	...	98 —	98 —	...	...	95 —	95 —	85 8	85 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	99 —	99 —	...	...	96 —	96 —	86 8	86 8	
...	...	...	...	100 —	100 —	...	...	97 —	97 —	87 8	87 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	101 —	101 —	...	...	98 —	98 —	88 8	88 8	
...	...	...	...	102 —	102 —	...	...	99 —	99 —	89 8	89 8	Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	103 —	103 —</							



## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued. (The figures)

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OMOLU (Sorghum ulgarum).		RAJMA OR COMBU (Panicum spicatum).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Panjab—continued.</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	17 —	16 —	20 —	25 —	...	...	10 —	10 —	23 —	21 —	20 —	20 —
Delhi . . . . .	18 —	16 —	23 —	24 —	...	...	12 —	12 —	23 —	22 —	20 —	20 —
Hoshiarpur . . . . .	17 —	16 —	23 —	23 —	...	...	12 —	12 —	21 —	21 —	20 —	20 —
Karnal . . . . .	20 —	18 —	30 —	30 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
<i>Submontane—</i>												
Amritsar . . . . .	19 —	19 —	24 —	24 —	...	...	12 —	10 —	26 —	26 —	23 —	23 —
Ludhiana . . . . .	20 —	20 —	30 —	28 —	...	...	11 —	10 —	23 —	23 —	21 —	21 —
Jalandhar . . . . .	21 —	20 —	27 —	27 —	...	...	11 —	11 —	24 —	24 —	21 —	21 —
Hoshiarpur . . . . .	21 —	20 —	27 —	27 —	...	...	12 —	12 —	22 —	22 —	18 —	18 —
Gurgaon . . . . .	20 —	20 —	30 —	30 —	...	...	12 —	12 —	24 —	24 —	†	†
Amritsar . . . . .	19 —	18 —	34 —	34 —	...	...	11 —	11 —	20 —	20 —	20 —	21 —
Bilalpur . . . . .	18 —	17 —	31 —	30 —	...	...	14 —	14 —	24 —	25 —	23 —	22 —
<i>Hills—</i>												
Simla . . . . .	14 —	14 —	19 —	20 —	...	...	9 —	10 —	19 —	21 —	15 —	15 —
Kangra . . . . .	19 —	19 —	26 —	26 —	...	...	16 —	16 —	†	†	†	†
<i>Northern—</i>												
Rawalpindi . . . . .	16 —	16 —	26 —	26 —	...	...	16 —	10 —	31 —	31 —	20 —	20 —
Hazara . . . . .	17 —	17 —	29 —	29 —	...	...	12 —	12 —	31 —	31 —	20 —	20 —
Peshawar . . . . .	16 —	15 —	22 —	22 —	...	...	10 —	10 —	29 —	29 —	18 —	18 —
Kohat . . . . .	16 —	16 —	21 —	27 —	...	...	13 —	13 —	†	†	23 —	23 —
Bannu . . . . .	28 —	22 —	35 —	35 —	...	...	14 —	14 —	41 —	45 —	35 —	34 —
<i>Western—</i>												
Shabpur . . . . .	19 —	18 —	30 —	24 —	...	...	10 —	10 —	20 —	24 —	21 —	21 —
Jhang . . . . .	18 —	18 —	27 —	25 —	...	...	12 —	12 —	30 —	30 —	27 —	25 —
Multan . . . . .	16 —	16 —	25 —	25 —	...	...	16 —	16 —	26 —	26 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	29 —	29 —	...	...	12 —	12 —	†	†	†	†
Dera Ismael Khan . . . . .	20 —	19 —	35 —	25 —	...	...	8 —	9 —	25 —	24 —	23 —	23 —
Muzaffargarh . . . . .	17 —	17 —	28 —	22 —	...	...	12 —	12 —	20 —	20 —	20 —	20 —
Dera Ghazi Khan . . . . .	16 —	16 —	23 —	22 —	...	...	14 —	14 —	28 —	23 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	13 —	13 —	...	...	9 —	8 —	10 —	10 —	18 —	30 —	17 8	16 —
Hyderabad . . . . .	13 —	12 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	13 —	13 —	...	...	18 —	18 —	19 —	19 —	16 —	16 —	19 —	19 —
Shikarpur . . . . .	13 —	13 —	...	...	8 —	8 —	9 —	9 —	27 —	27 —	23 —	23 —
Upper Sind Frontier . . . . .	13 —	13 —	...	...	10 —	10 —	11 —	11 —	27 8	27 8	23 —	23 —
Quetta . . . . .	14 —	13 —	17 8	18 —	4 —	4 —	8 —	8 —	20 8	22 —	16 8	16 —
Bombay—	15 8	15 —	...	...	...	...	...	...	...	...	...	...
<i>Kanara—</i>												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	13 3	15 3	15 —	15 —
Betnagiri . . . . .	8 2	8 2	...	...	11 10	11 10	12 15	12 15	11 11	11 11	13 4	13 4
Alibag . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	14 9	14 9
Bombay . . . . .	11 14	10 15	...	...	12 —	12 —	12 15	12 15	...	...	15 3	15 3
<i>Deccan—</i>												
Dharwar . . . . .	14 11	15 9	...	...	14 6	14 6	14 18	14 18	24 9	24 9	23 1	23 1
Buldhana . . . . .	15 3	15 3	...	...	12 10	12 10	13 3	13 10	21 13	21 13	21 7	21 7
Satara . . . . .	17 6	17 6	...	...	11 1	11 1	11 10	11 10	21 10	21 10	20 4	20 4
Sholapur . . . . .	16 12	16 5	...	...	11 8	11 8	12 11	12 11	21 4	21 4	23 4	23 4
Eljapur . . . . .	17 12	16 7	...	...	8 6	8 6	12 8	12 8	24 6	24 6	23 3	23 3
Poona . . . . .	11 10	11 10	...	...	9 11	9 11	10 18	10 18	21 14	21 14	18 6	18 6
<i>Marathwada—</i>												
Ahmednagar . . . . .	13 1	13 1	...	...	7 8	10 5	13 8	13 10	23 6	23 —	20 7	20 7
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	24 4	24 4	16 4	16 4
Dhule . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	25 14	25 14	20 3	20 3
<i>Gujarat—</i>												
Surat . . . . .	12 8	12 —	...	...	7 6	7 6	8 13	8 13	21 11	21 4	17 8	16 1
Nouch . . . . .	14 8	12 8	...	...	8 —	8 —	11 —	10 —	22 —	20 —	16 —	16 —
Kaira . . . . .	14 —	14 —	...	...	8 —	8 —	12 —	12 —	19 —	20 —	16 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	...	...	7 —	7 —	9 —	9 —	20 —	20 —	16 —	16 —
Ahmedabad . . . . .	12 —	12 —	...	...	9 —	9 —	12 —	12 —	18 —	18 —	16 —	16 —
Godhra . . . . .	10 —	10 —	...	...	8 —	8 —	10 8	10 8	...	...	17 —	17 —
Dien Cantonment . . . . .	15 —	14 —	...	...	6 8	6 8	9 —	9 —	21 —	20 —	20 —	20 —
<i>Kathiawar—</i>												
Rajkot . . . . .	16 —	16 —	...	...	8 11	8 10	10 —	10 —	18 8	18 8	15 6	15 6
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	13 1	13 11	...	...	8 12	8 12	13 8	13 8	27 9	27 9	...	...
Khandwa . . . . .	13 —	13 —	...	...	10 —	10 —	11 8	11 8	28 —	28 —	21 —	21 —
Hoshangabad . . . . .	13 1	13 1	...	...	9 —	9 —	12 11	12 11	22 11	22 11	...	...
Betul . . . . .	16 —	16 —	...	...	12 —	12 —	14 6	14 6	24 —	24 —	...	...
Chhindwara . . . . .	16 —	16 —	...	...	10 —	10 —	13 —	13 —	23 —	23 —	...	...
Nagpur . . . . .	18 12	18 12	...	...	11 4	11 4	15 —	15 —	23 —	23 —	...	...
Wardha . . . . .	19 6	19 6	...	...	7 —	7 —	10 7	10 7	26 14	26 14	...	...

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MADRAS OR MADRAS (Kangra cane).		KANGRA OR KANGRA, ITALIAN MILLER (Kangra cane).		GUAN, CHENNA, CHOLA, KAPALAT OR KUNAGA (Cicer aristinum).		MATE (Zoo Mays).		ANWAR, OR THUR SARJAW PRA (Cajanus indicus).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
20	20	14	14	19	19	27	28	15	15	11	11	Panjab—continued.
20	20	14	14	19	19	27	28	15	15	11	11	
20	20	14	14	19	19	27	28	15	15	11	11	South-eastern—
20	20	14	14	19	19	27	28	15	15	11	11	Gurgaon.
20	20	14	14	19	19	27	28	15	15	11	11	Delhi.
20	20	14	14	19	19	27	28	15	15	11	11	Rohtak.
20	20	14	14	19	19	27	28	15	15	11	11	Karnal.
20	20	14	14	19	19	27	28	15	15	11	11	Submontane—
20	20	14	14	19	19	27	28	15	15	11	11	Ambala.
20	20	14	14	19	19	27	28	15	15	11	11	Ludhiana.
20	20	14	14	19	19	27	28	15	15	11	11	Jalandhar.
20	20	14	14	19	19	27	28	15	15	11	11	Mohalpur.
20	20	14	14	19	19	27	28	15	15	11	11	Gurdaspur.
20	20	14	14	19	19	27	28	15	15	11	11	Amritsar.
20	20	14	14	19	19	27	28	15	15	11	11	Siakot.
20	20	14	14	19	19	27	28	15	15	11	11	Hills—
20	20	14	14	19	19	27	28	15	15	11	11	Simla.
20	20	14	14	19	19	27	28	15	15	11	11	Kangra.
20	20	14	14	19	19	27	28	15	15	11	11	Northern—
20	20	14	14	19	19	27	28	15	15	11	11	Rawalpindi.
20	20	14	14	19	19	27	28	15	15	11	11	Hazara.
20	20	14	14	19	19	27	28	15	15	11	11	Poonahar.
20	20	14	14	19	19	27	28	15	15	11	11	Kohat.
20	20	14	14	19	19	27	28	15	15	11	11	Bannu.
20	20	14	14	19	19	27	28	15	15	11	11	Western—
20	20	14	14	19	19	27	28	15	15	11	11	Shahpur.
20	20	14	14	19	19	27	28	15	15	11	11	Jhang.
20	20	14	14	19	19	27	28	15	15	11	11	Multan.
20	20	14	14	19	19	27	28	15	15	11	11	Montgomery.
20	20	14	14	19	19	27	28	15	15	11	11	Dera Ismael Khan.
20	20	14	14	19	19	27	28	15	15	11	11	Muzaffargarh.
20	20	14	14	19	19	27	28	15	15	11	11	Dera Ghazi Khan.
20	20	14	14	19	19	27	28	15	15	11	11	Sind and Baluchistan—
20	20	14	14	19	19	27	28	15	15	11	11	Karachi.
20	20	14	14	19	19	27	28	15	15	11	11	Hyderabad.
20	20	14	14	19	19	27	28	15	15	11	11	Tar and Parkar (Unarkot).
20	20	14	14	19	19	27	28	15	15	11	11	Shikarpur.
20	20	14	14	19	19	27	28	15	15	11	11	Upper Sind Frontier.
20	20	14	14	19	19	27	28	15	15	11	11	Quetta.
20	20	14	14	19	19	27	28	15	15	11	11	Bombay—
20	20	14	14	19	19	27	28	15	15	11	11	Kutch—
20	20	14	14	19	19	27	28	15	15	11	11	Karwar.
20	20	14	14	19	19	27	28	15	15	11	11	Ratanagiri.
20	20	14	14	19	19	27	28	15	15	11	11	Ahmed.
20	20	14	14	19	19	27	28	15	15	11	11	Bombay.
20	20	14	14	19	19	27	28	15	15	11	11	Tanna.
20	20	14	14	19	19	27	28	15	15	11	11	Deccan—
20	20	14	14	19	19	27	28	15	15	11	11	Dharwar.
20	20	14	14	19	19	27	28	15	15	11	11	Bolgaum.
20	20	14	14	19	19	27	28	15	15	11	11	Satara.
20	20	14	14	19	19	27	28	15	15	11	11	Sholapur.
20	20	14	14	19	19	27	28	15	15	11	11	Rajapur.
20	20	14	14	19	19	27	28	15	15	11	11	Poona.
20	20	14	14	19	19	27	28	15	15	11	11	Khandesh—
20	20	14	14	19	19	27	28	15	15	11	11	Ahmadnagar.
20	20	14	14	19	19	27	28	15	15	11	11	Nasik.
20	20	14	14	19	19	27	28	15	15	11	11	Dhule.
20	20	14	14	19	19	27	28	15	15	11	11	Gujarat—
20	20	14	14	19	19	27	28	15	15	11	11	Surat.
20	20	14	14	19	19	27	28	15	15	11	11	Broach.
20	20	14	14	19	19	27	28	15	15	11	11	Katra.
20	20	14	14	19	19	27	28	15	15	11	11	Baroda Cantonment.
20	20	14	14	19	19	27	28	15	15	11	11	Ahmadabad.
20	20	14	14	19	19	27	28	15	15	11	11	Godhra.
20	20	14	14	19	19	27	28	15	15	11	11	Diss Cantonment.
20	20	14	14	19	19	27	28	15	15	11	11	Kathiawar—
20	20	14	14	19	19	27	28	15	15	11	11	Rajkot.
20	20	14	14	19	19	27	28	15	15	11	11	Central Provinces—
20	20	14	14	19	19	27	28	15	15	11	11	Western—
20	20	14	14	19	19	27	28	15	15	11	11	Nimar.
20	20	14	14	19	19	27	28	15	15	11	11	Khandwa.
20	20	14	14	19	19	27	28	15	15	11	11	Munhambad.
20	20	14	14	19	19	27	28	15	15	11	11	Betul.
20	20	14	14	19	19	27	28	15	15	11	11	Chhindwara.
20	20	14	14	19	19	27	28	15	15	11	11	Nagpur.
20	20	14	14	19	19	27	28	15	15	11	11	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE 2nd HALF OF MARCH 1899—continued. (The figures)

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR KUMRA (Pennisetia spicata).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
<b>Central—</b>												
Narsinghpur . . . . .	13 11	12 13	...	...	12 13	12 13	13 13	12 13	21 5	21 5	...	...
Bangor . . . . .	14 2	14 8	...	...	13 8	13 8	14 2	14 2	24 —	24 —	...	...
Damoh . . . . .	14 —	14 —	...	...	13 8	13 8	14 1	14 1	20 —	20 —	...	...
Jubbulpore . . . . .	14 —	13 8	...	...	12 —	12 —	17 —	17 —	23 —	23 —	...	...
Manikpur . . . . .	14 —	17 —	...	...	14 —	14 —	19 —	19 —	...	...	...	...
Seoni . . . . .	14 11	19 8	...	...	9 —	9 —	16 —	16 —	24 14	24 5	...	...
Balaghat . . . . .	14 —	13 8	...	...	15 —	15 —	20 —	20 —	...	...	...	...
Bhandara . . . . .	16 4	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	13 9	13 9	...	...	...	...	16 8	14 11	25 4	25 1	...	...
<b>Eastern—</b>												
Bilaspur . . . . .	18 4	18 4	...	...	18 4	18 4	21 5	21 5	...	...	...	...
Raipur . . . . .	19 8	17 —	...	...	13 8	13 8	18 8	18 12	...	...	...	...
Sambalpur . . . . .	16 —	16 —	...	...	13 —	13 —	19 8	20 —	...	...	...	...
<b>Berar—</b>												
Baloda . . . . .	13 —	12 —	...	...	7 —	7 —	9 —	9 —	23 6	24 —	25 —	23 —
Basia . . . . .	13 12	13 14	...	...	7 —	7 —	12 —	12 —	28 6	28 —	...	...
Akola . . . . .	12 13	12 —	...	...	6 3	6 3	8 —	8 —	32 —	30 —	...	...
Ellenpore . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amroli . . . . .	12 —	12 —	...	...	7 —	7 —	10 —	10 —	30 —	30 —	26 —	26 —
Wah . . . . .	10 —	11 —	...	...	7 —	7 —	8 —	8 —	32 —	30 —	18 —	20 —
<b>Nizam's Territories—</b>												
Secunderabad . . . . .	9 14	9 14	...	...	5 14	5 14	7 2	7 2	21 —	19 12	19 12	19 12
Bolaram . . . . .	10 8	10 8	...	...	5 4	5 4	11 4	11 1	22 3	21 7	...	...
Chadarghat . . . . .	9 12	9 8	...	...	6 4	6 4	9 14	9 12	22 3	22 —	22 8	22 —
<b>Madras—</b>												
<b>Malabar Coast—</b>												
Malabar . . . . .	...	...	...	...	...	...	12 3	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
<b>South central—</b>												
Coimbatore . . . . .	...	...	...	...	...	...	11 5	11 11	16 5	16 5	19 14	20 11
Nagpur . . . . .	...	...	...	...	...	...	8 18	8 18	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	12 3	21 6	20 14	18 13	18 6
<b>Central—</b>												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	28 14	28 6	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 —	13 8	26 5	26 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	21 10	11 10	24 8	24 8	21 —	21 —
Karur . . . . .	...	...	...	...	...	...	11 6	11 6	32 14	24 5	...	...
<b>East Coast, north—</b>												
Ganjam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatnam . . . . .	...	...	...	...	...	...	12 2	12 6	...	...	23 13	25 13
Godavari . . . . .	...	...	...	...	...	...	12 3	12 3	21 2	21 2	...	...
<b>East Coast, central—</b>												
Kistna . . . . .	...	...	...	...	...	...	13 6	13 6	20 8	20 8	...	...
Nellore . . . . .	...	...	...	...	...	...	19 2	21 3	23 11	19 10	16 14	16 14
<b>East Coast, south—</b>												
Madras . . . . .	...	...	...	...	...	...	12 13	12 8	19 10	16 6	...	...
Chingleput . . . . .	...	...	...	...	...	...	14 5	14 5	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	17 —	17 —	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 10	20 10
Tanjore . . . . .	...	...	...	...	...	...	16 8	13 13	...	...	25 6	24 11
Tamilnadu . . . . .	...	...	...	...	...	...	13 3	13 3	17 8	17 8	20 8	20 14
<b>Southern—</b>												
Tinnevely . . . . .	...	...	...	...	...	...	13 2	12 2	15 11	14 5	14 6	12 11
Madurai . . . . .	...	...	...	...	...	...	12 13	12 2	16 3	17 13	14 11	17 10
<b>Mysore—</b>												
Mysore . . . . .	10 4	11 —	...	...	9 8	10 8	11 —	11 —	...	...	...	...
Bangalore . . . . .	11 —	10 3	...	...	8 —	8 —	10 —	10 —	25 —	24 6	...	...
Kolar . . . . .	8 —	8 —	...	...	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	11 —	...	...	10 —	10 —	11 —	11 —	...	...	...	...
Hassan . . . . .	12 —	10 —	...	...	9 —	10 —	10 —	10 —	...	...	...	...
Kolar . . . . .	11 —	10 —	...	...	10 —	10 —	11 —	11 —	...	...	...	...
Channarayana . . . . .	12 10	11 9	...	...	9 7	8 8	14 11	10 2	20 8	20 6	...	...
Channarayana . . . . .	13 —	12 —	...	...	12 —	12 —	14 —	13 —	32 —	32 —	22 —	20 —
<b>Coorg—</b>												
Coorg . . . . .	8 —	7 —	7 —	7 —	10 —	7 8	12 8	13 8	...	...	...	...
<b>Aden</b>												
Aden . . . . .	7 11	7 13	...	...	6 6	6 4	7 6	7 7	12 3	18 2	8 4	8 12

\* Not sold.




represent the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MABUA OR BAGI (Ele- sing roro- sana).		KANONI OR KAKON, ITALIAN MILLET (Setaria italica).		GRAM, CHOLA, KADALAY OR KUMAG (Cicer aristatum).		MAISEN (Zea Mays).		ARHUN, OR RACH, RADJAN PRA (Cajanus indicus).		SABU.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	19 8	18 4	...	...	16 —	18 —	9 2	9	Central Provinces—cont. Central— Narsinghpur. Seoni. Damoh. Jubbulpore. Mandla. Seoni. Balaghat. Bhandara. Chanda.
...	...	...	...	23 —	20 10	...	...	18 —	13 —	10 11	10 1	
...	...	...	...	25 —	25 —	...	...	11 12	11 12	9 2	9	
...	...	...	...	25 —	28 —	...	...	16 —	15 —	9 2	9 2	
...	...	...	...	34 —	32 —	...	...	16 —	16 —	9 2	9 2	
...	...	...	...	21 —	21 —	...	...	15 1	12 1	9 10	9 10	
...	...	...	...	20 —	20 —	...	...	18 8	12 —	9 —	9 —	
...	...	...	...	23 12	22 —	...	...	10 4	18 4	9 2	9 2	
...	...	...	...	16 13	14 10	...	...	14 2	14 2	9 —	9 —	
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —	Eastern— Bilaspur. Raipur. Bambulpur.
...	...	...	...	20 —	20 —	...	...	18 —	18 —	9 —	9 —	
...	...	...	...	20 —	20 —	...	...	14 —	14 —	10 8	10 8	
...	...	...	...	18 12	19 —	...	...	18 —	13 —	10 8	10 8	Berar— Buldana. Basim. Akola. Ellichpur. Amritoti. Wani.
...	...	...	...	19 8	18 8	...	...	18 8	18 8	9 —	9 —	
...	...	...	...	19 4	18 —	...	...	12 4	19 —	11 4	11 4	
...	...	...	...	14 —	15 —	...	...	20 —	20 —	10 —	10 —	
...	...	...	...	15 —	16 —	...	...	18 —	16 —	11 —	11 —	
...	...	...	...	16 —	16 —	...	...	20 —	21 —	9 8	9 8	
21 —	21 —	•	•	13 14	13 14	•	•	13 14	13 2	9 21	9 21	Nizam's Territories— Secunderabad. Golconda. Chadarghat.
•	•	•	•	14 —	14 4	•	•	13 8	13 12	8 12	8 12	
•	•	•	•	15 8	15 —	•	•	13 8	13 12	8 12	8 12	
...	...	...	...	...	...	...	...	...	...	13 13	13 13	Madras— Malabar Coast— Malabar. S. Canara.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	
18 14	18 14	...	...	...	...	...	...	...	...	11 8	11 8	South, central— Coimbatore. Nilgiris. Salem.
23 2	22 3	...	...	...	...	...	...	...	...	10 10	10 10	
...	...	...	...	...	...	...	...	...	...	11 5	11 5	
...	31 —	...	...	...	...	...	...	...	...	11 13 and 13 3	11 13 and 13 3	Central— Bellary. Anantapur. Cuddapah. Karnul.
27 3	27 8	...	...	...	...	...	...	...	...	11 8	11 8	
27 —	27 —	...	...	...	...	...	...	...	...	12 8	12 8	
26 10	26 10	...	...	...	...	...	...	...	...	10 11	11 5	East Coast, north— Ganjam. Vizagapatnam. Godavari.
20 11	20 11	...	...	...	...	...	...	...	...	10 —	10 —	
22 11	22 11	...	...	...	...	...	...	...	...	12 3	12 3	
21 13	21 13	...	...	...	...	...	...	...	...	12 3	12 3	East Coast, central— Kistna. Nellore.
28 5	28 5	...	...	...	...	...	...	...	...	13 3	13 3	
23 2	22 2	...	...	...	...	...	...	...	...	12 13	12 13	East Coast, south— Madras. Chingleput. N. Arcot. S. Arcot. Tanjore. Trichinopoly.
20 14	20 10	...	...	...	...	...	...	...	...	13 14	12 14	
19 3	19 3	...	...	...	...	...	...	...	...	13 5	13 5	
23 11	23 11	...	...	...	...	...	...	...	...	13 3	13 2	
19 14	19 14	...	...	...	...	...	...	...	...	13 3	13 3	
25 8	25 11	...	...	...	...	...	...	...	...	13 14	12 14	
21 10	21 —	...	...	...	...	...	...	...	...	12 —	12 —	Southern— Tinnevely. Madurai.
19 14	19 14	...	...	...	...	...	...	...	...	14 3	14 5	
18 10	21 11	...	...	...	...	...	...	...	...	13 2	13 2	Mysore— Mysore. Bangalore. Kolar. Tumkur. Hassan. Kadur. Shimoga. Chitaldrug.
21 —	22 —	...	...	11 4	11 12	...	...	9 —	9 —	11 —	11 —	
27 —	26 8	...	...	12 —	12 —	...	...	9 —	10 —	11 —	10 8	
32 —	32 —	...	...	10 —	10 —	...	...	10 —	10 —	9 —	9 —	
32 —	32 —	...	...	19 —	10 —	...	...	11 —	10 —	9 8	9 8	
36 —	34 —	...	...	14 —	13 —	...	...	10 —	10 —	10 —	10 —	
23 —	24 —	...	...	15 —	16 —	...	...	11 —	11 —	10 3	10 —	
26 14	26 12	...	...	18 13	14 11	...	...	14 11	12 10	11 —	11 —	
28 —	40 —	40 —	30 —	16 —	19 —	...	...	14 —	14 —	9 —	9 —	
22 8	22 —	...	...	23 8	24 —	...	...	9 —	9 8	10 8	10 8	Coorg— Coorg.
•	•	...	...	19 4	12 10	...	...	8 —	8 10	32 —	32 —	Aden.

• Not sold.

J. E. O'CONNOR,  
Director-General of Statistics.FINANCE AND COMMERCE DEPARTMENT  
May 3, 1899.J. F. FINLAY,  
Secretary to the Government of India.



 Continuation Sheets of Supplement  
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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, April 29th, 1899.**

The pressure conditions have been fairly steady during the week. Pressure has been high over the west of the Peninsula and the south of the Bay and has been low over Northern India. Shallow depressions have appeared at different times within this low pressure area in the north, but these storms have at no time been important. On the other hand, quite at the close of the week, the weather became unsettled, and the winds assumed cyclonic directions around the Andaman Sea, and what promised to be a considerable disturbance was apparently developing. General fairly continuous rain fell in Tenasserim and Lower Burma as this depression was forming, but with this exception all the rainfall of the present week has fallen in the form of local showers generally connected with dust and thunder storms. These showers were almost everywhere light. The temperature conditions have been irregular and the contrasts large, thus Burma, North-East India and the Madras Coast districts have exhibited high temperatures, and towards the close of the week the mean temperature went above the normal in the Punjab also, but elsewhere the cool weather noticed last week was maintained, though the depression of temperature was somewhat less strongly marked.

**Daily Summary.**—*Sunday, April 29th.*—The barometer was falling slightly to briskly over North-West India, and a well-marked depression lay over the Central Punjab. A shallow diffused depression was also shown over the Gangetic Plain and West Bengal. The winds were cyclonic in the north-west, easterly along the foot of the hills and between south and west elsewhere. The mean temperature had generally risen, but the heat was still below the normal in all provinces except Burma. The deficiency was as much as  $15^{\circ}$  over Berar. Scattered showers had been received over parts of Burma, Assam, Bengal, the Central Provinces and the Peninsula. The rainfall had been heavy in the extreme south and light elsewhere.

*Monday, April 30th.*—Pressure had changed slightly except over the Punjab and over Lower Burma. In the former region the depression had filled up and moved eastward and the barometer had risen, while in the latter a slight depression was developing. In North-West India the cyclonic circulation of the winds had died down, and at the same time the easterly breezes along the foot of the hills had disappeared. In other parts of the country the wind exhibited an inclination to veer to west and north-west. The weather was cloudy over the Peninsula and in parts of Burma and North-East India, and scattered showers had again been received over Burma, Assam, Bengal, Kashmir and the south of the Peninsula. Temperature had continued to rise over the greater part of the country. The depression of temperature was hence less in amount than on the preceding day, but the extent of country over which the weather was cooler than usual was much the same.

*Tuesday, April 31st.*—The barometer was rising in most places. Pressure was high over the west of the Peninsula and the south of the Bay and was low in Northern India. Within this low pressure area depressions were shown—one over Upper Sind, a second over the North Gangetic Plain and West Bengal and a third over Central Burma. The winds had continued to veer and were between west and north-west over a large part of the country. The weather was almost everywhere fine, but with some cloud in Lower Burma and the south of the Peninsula. Scattered showers had been received over Tenasserim, South-East Bengal and the east and south of the Peninsula. The rainfall amounts were small. The mean temperature was higher than usual over Burma, Assam and parts of



Bengal, but was lower than usual elsewhere. The depression of temperature, though less than on the two preceding days, was still slight to large.

*Wednesday, April 26th.*—Pressure continued to increase fairly generally. The barometer remained high on the Bombay Coast and low over Northern India. Calms prevailed along the foot of the hills, southerly winds on the Madras and Bengal Coasts and north-westerly winds in most other places. The weather was cloudy to overcast in Tenasserim and Lower Burma, but was clear or nearly so elsewhere. Heavyish rain had fallen at Mergui and scattered light showers in different parts of India. The mean temperature was higher than usual over Burma, Assam, Bengal, Orissa, Bihar and the Madras Coast, but was lower than the average of the time of year elsewhere. The largest variations were  $-8.1^{\circ}$  at Poona and  $+8.4^{\circ}$  at Minbu.

*Thursday, April 27th.*—The barometric changes had been slight, but generally upward. Pressure was highest on the Bombay Coast and low over Northern India and Burma. The winds had veered still more and were north-westerly to north-north-westerly over a large part of Western and Central India. Fine weather prevailed except in Tenasserim. A few scattered thundershowers had been received in different parts of the country. Temperature had changed irregularly. The heat was greater than usual over Burma, Assam, Bengal, Bihar, Chota Nagpur and the Coromandel Coast, but remained less than usual elsewhere.

*Friday, April 28th.*—The barometer had fallen in most places, but the change had been fairly uniform, and the general conditions of pressure were unaltered. Pressure was high on the Bombay Coast, low over the Punjab, the Gangetic Plain, Bengal and the north of the Bay. There were some signs of the commencement of a depression over the east of the Bay near the Andamans, and the winds had shifted to north-north-east in Lower Burma. Elsewhere the winds were practically unchanged and varied between west and north. The weather was unchanged except in Tenasserim and Lower Burma where general moderate rain had set in. Elsewhere a few showers, due to dust or thunder storms, was all the rainfall recorded. The mean temperature was high over Burma, Assam, Bengal, Orissa, Bihar, Chota Nagpur, the North-West Provinces, the Punjab and the Madras Coast and was lower than usual elsewhere. The largest variations from the normal were  $-7.0^{\circ}$  at Poona and  $+7.4^{\circ}$  at Mymensingh.

*Saturday, April 29th.*—The barometer had fallen along the west coast and had risen elsewhere. Pressure remained high on the Bombay Coast and low over the Punjab, the Gangetic Plain and Bengal, but, owing to the changes noticed above, the pressure differences were smaller. The wind had shifted to the eastward in Lower Burma and increased in force pointing to the existence of a storm near the Andamans. Elsewhere the winds were little changed. The weather was cloudy to overcast and showery over Tenasserim and Lower Burma, but elsewhere the sky was fairly clear, and the only rainfall was a few local thundershowers. Temperature continued to change irregularly, but the distribution of the mean temperature relatively to the normal had altered very little. The largest variations from the average were  $-7.1^{\circ}$  at Neemuch,  $+7.1^{\circ}$  at Rawalpindi and  $+8.6^{\circ}$  at Mymensingh.

**Temperature.**—The temperature conditions have changed considerably during the week, the change having been brought about by a very general recovery from the low temperatures existing last week. At the commencement of the week under review the mean temperature was excessively low ( $-15^{\circ}$ ) over Berar and more or less lower than usual over nearly all parts of India, the only province reporting an excess of heat having been Burma. As the temperature gradually rose as the week advanced, the relatively high temperatures from Burma extended westward and northward to Assam, Bengal, the Gangetic Plain and the Madras Coast, while at the same time excessive heat began to make its appearance in the Punjab. The depression of temperature continued over other parts of the country, but under the influence of the increase of heat the amount of the depression steadily diminished, so that the temperature variations from the normal at the close of the week were very different from those at the commencement.



The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.							Mean variation of week.
	23rd	24th	25th	26th	27th	28th	29th	
Burma . . . . .	+2.0	+1.6	+2.6	+2.0	+1.4	+1.9	+2.5	+2.0
Assam . . . . .	—0.3	—1.0	+2.8	+2.8	+2.6	+2.7	+3.7	+1.8
Bengal . . . . .	—0.5	+0.1	+0.2	+1.4	+3.1	+3.9	+4.6	+1.8
Orissa . . . . .	—1.8	—1.5	—0.4	+0.2	—0.5	+1.0	+1.4	+0.2
Bihar . . . . .	—1.9	—1.1	—0.4	+0.3	+1.4	+2.6	+1.9	+0.4
Chota Nagpur . . . . .	—3.1	—3.4	—2.2	—1.8	+0.7	+1.2	+0.6	—1.1
N.-W. P. and Oudh . . . . .	—5.0	—4.6	—1.4	—1.3	—1.4	+1.4	+0.1	—1.7
Punjab . . . . .	—2.9	—3.5	—3.1	—2.3	—0.4	+2.3	+3.4	—0.9
Sind . . . . .	—0.1	+2.0	—2.1	—3.4	—2.3	—2.8	—2.4	—1.6
Rajputana . . . . .	—6.0	—2.6	—2.0	—0.9	+0.4	—2.1	—2.6	—2.3
Gujarat . . . . .	—0.7	—2.4	—2.6	—5.0	—4.9	—5.0	—4.3	—3.6
Central India . . . . .	—5.3	—3.9	—3.8	—1.7	—1.4	—3.3	—4.1	—3.4
Central Provinces . . . . .	—8.3	—5.9	—4.6	—2.2	—0.6	—3.2	—2.6	—3.9
Berar . . . . .	—15.0	—6.6	—3.6	—2.0	—2.3	—4.3	—3.3	—5.3
West Coast . . . . .	—3.5	—2.0	—2.2	—1.8	—1.9	—0.8	—1.0	—1.9
Bombay Deccan . . . . .	—8.1	—7.4	—6.2	—5.7	—6.4	—5.9	—5.4	—6.4
Mysore . . . . .	—3.0	—1.6	—4.1	—3.9	—2.5	—2.6	—0.3	—2.6
Madras Coast . . . . .	—3.1	+1.7	—0.1	+1.1	—0.3	+2.0	+0.6	+0.3
Madras Deccan . . . . .	—7.3	—5.1	—2.4	—1.2	—1.1	—0.9	—0.4	—2.6
South India . . . . .	—2.6	—4.8	—5.2	—3.3	—3.8	—2.0	—0.4	—3.2
Mean for whole of India . . . . .	—3.8	—2.6	—2.0	—1.4	—1.0	—0.7	—0.4	—1.7

The mean temperature of the whole country for the whole week and for each day of the week was less than usual, the amount of the daily variation ranging from  $-3.8^{\circ}$  on the 23rd to only  $-0.4^{\circ}$  on the 29th. The provincial variations show that the heat during the week was greater than usual in Burma, Assam and Bengal, normal in Orissa, Bihar, the Punjab and the Madras Coast and less than usual elsewhere. The greatest average deficiency ( $6.4^{\circ}$ ) was reported from the Bombay Deccan where temperature was steadily very low throughout the week, but the greatest actual deficiency was reported from Berar on the 23rd where the deficiency was  $15^{\circ}$  and when the maxima were  $21^{\circ}$  below the normal.

The following were the highest maxima reported on each day :

April 23rd . . . . .	106.4°	at Jacobabad.
„ 24th . . . . .	108.4°	„ Do.
„ 25th . . . . .	106.1°	„ Thayetmyo.
„ 26th . . . . .	107.1°	„ Minbu.
„ 27th . . . . .	107.4°	„ Gaya.
„ 28th . . . . .	107.8°	„ Lucknow.
„ 29th . . . . .	107.4°	„ Cuttack.

**Rain.**—During the week under review there has been fairly steady rain over Tenasserim and Lower Burma, due to the barometric depressions or storms which appeared in that region. On the other hand, in all other parts of the Indian area, the rain which has fallen has been scattered, generally light and almost always local and has fallen during the occurrence of dust or thunderstorms. In Upper Burma these thundershowers occurred principally on the first two days of the week; in Assam the storms were spread throughout the week; in Bengal they occurred as in Burma mainly on the first two days, and over the Peninsula principally on the first three days.



The rainfall table at the close of the summary shows that rain fell during the week in appreciable quantity (i.e., one-tenth of an inch or more) in twenty-eight of the rainfall divisions. These divisions included all the Burma divisions except Upper Burma, the Surma and Brahmaputra divisions of Assam, the east, deltaic, central and hills divisions of Bengal, Orissa, North Bihar, Malabar, Coorg, Mysore, the Konkan, Khandesh, Berar, the east of the Central Provinces, the east of Rajputana and west of Central India, all the east coast divisions and the south central, central and south divisions of Madras. In all the remaining parts of India the rainfall of the week was either absolutely or practically nil. The average actual rainfall for the week under review exceeded the average normal rainfall in seventeen of the rainfall divisions, *viz.*, Tenasserim, Deltaic and Central Burma, Malabar, South-Central Madras, Mysore, the Konkan, Khandesh, Berar, the west of the Central Provinces, Rajputana (East) and Central India (West), the two divisions of the East Coast (North), the south division of Hyderabad, the central and south division of the East Coast and Central Madras. In most cases the excess of the average actual over the average normal rainfall was small and quite unimportant, but on the east coast of the Peninsula and also in Tenasserim the excess was considerable. In all parts of the country, except the seventeen divisions noticed above, the week's rainfall was short of the normal. Over the greater part of Northern and North-Western India and the central districts the deficiency was small and quite unimportant, but in Assam, Upper Burma and North Bengal the average actual rainfall was small compared with the normal, and the deficiency was important.

The following were the principal large totals recorded at individual stations during the week:

Assam	.	.	.	Dibrugarh	.	.	.	.	2'30 inches.
Bengal	.	.	.	Nalitabari (Mymensingh)	.	.	.	.	3'20 "
				Bagirhat (Khulna)	.	.	.	.	2'34 "
Malabar	.	.	.	Cannanore	.	.	.	.	3'08 "
Mysore	.	.	.	Bowringpet (Kolar)	.	.	.	.	2'29 "
Berar	.	.	.	Pusad (Basim)	.	.	.	.	2'23 "
Madras	.	.	.	Jaggayapeta (Kistna)	.	.	.	.	6'04 "
				Trichinopoly	.	.	.	.	7'19 "
				Vedasandera (Madura)	.	.	.	.	5'57 "

The three concluding columns of the table show the average actual and average normal rainfall for the period February 26th to April 29th. The total rainfall has been normal or heavier than usual over Assam, Bengal, Bihar, the whole of the Peninsula and some of the central districts. On both coasts of the Peninsula the excess has been very large, as, for example, in the Konkan and the central and south divisions of the East Coast. Over Upper and North-West India and over some central districts of India the rainfall has been generally lighter than usual, but on the whole the deficiency has not been very large or important.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING APRIL 10TH, 1899.			RAINFALL DATA FROM FEBRUARY 25TH TO APRIL 10TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 25th to April 10th.	Excess or de- ficit of (sum- mer) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	1'86	0'67	+ 1'19	2'27	3'20	- 29
	2. Lower Burma Deltaic.	0'76	0'26	+ 0'50	1'06	1'58	- 33
	3. Central do.	0'54	0'30	+ 0'24	1'04	0'88	+ 18
	4. Upper do.	0'06	0'72	- 0'66	0'37	1'96	- 81
	5. Arakan	0'35	0'51	- 0'16	1'09	1'64	- 34
BENGAL AND ASSAM	6. Eastern Bengal	0'90	1'41	- 0'51	3'43	6'47	+ 39
	7. Assam Surma	0'76	2'60	- 1'84	22'80	22'21	+ 3
	8. Do. Hills	0'04	3'17	- 3'13	18'51	13'38	+ 31
	9. Do. Brahmaputra	0'69	2'27	- 1'58	12'47	10'62	+ 17
	10. Deltaic Bengal	0'54	1'00	- 0'46	4'87	4'28	+ 14
	11. Central do.	0'19	0'57	- 0'38	2'40	2'37	+ 1
	12. North do.	0'02	1'56	- 1'54	5'90	4'46	+ 32
	13. Bengal Hills	0'34	2'19	- 1'85	6'22	6'70	- 7
	14. Orissa	0'18	0'35	- 0'17	4'04	2'26	+ 79
	15. Chota Nagpur	0	0'11	- 0'11	2'43	1'32	+ 60
	16. South Bihar	0	0'06	- 0'06	0'83	0'61	+ 36
	17. North do.	0'10	0'33	- 0'23	1'87	1'08	+ 73
NORTH-WESTERN PROVINCES AND ODH.	18. N.-W. P. East	0	0'02	- 0'02	0'54	0'39	+ 40
	19. South Oudh	0	0'03	- 0'03	0'34	0'43	- 21
	20. North do.	0	0'05	- 0'05	0'54	0'02	- 13
	21. N.-W. P. Central	0	0'02	- 0'02	0'32	0'40	- 20
	22. Do. West	0	0'03	- 0'03	0'29	0'63	- 54
	23. Do. East Submontane	0	0'06	- 0'06	1'02	0'37	+ 79
	24. Do. West do.	0	0'04	- 0'04	0'52	1'26	- 59
	25. Do. Hills	0'01	0'23	- 0'22	1'26	3'82	- 51
PUNJAB	26. South-East Punjab	0	0'05	- 0'05	0'31	0'79	- 61
	27. South do.	0	0'07	- 0'07	0'10	0'92	- 89
	28. Central do.	0	0'07	- 0'07	0'86	1'82	- 53
	29. Punjab Submontane	0'01	0'08	- 0'07	0'54	1'78	- 70
	30. Do. Hills	0	0'24	- 0'24	1'06	4'38	- 76
	31. North Punjab	0	0'25	- 0'25	2'38	3'96	- 40
	32. West do.	0	0'10	- 0'10	0'27	0'97	- 72
	33. Malabar	0'93	0'82	+ 0'11	11'14	3'54	+ 215
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	34. Madras South-Central	1'19	0'89	+ 0'30	6'57	2'91	+ 126
	35. Coorg	0'17	0'53	- 0'36	6'40	3'49	+ 107
	36. Mysore	0'53	0'42	+ 0'11	4'39	1'43	+ 207
	37. Konkan	0'12	0'08	+ 0'04	3'51	0'23	+ 1426
	38. Bombay Deccan	0'07	0'34	- 0'27	1'86	0'91	+ 104
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'10	0'05	+ 0'05	0'65	0'17	+ 282
CENTRAL PROVINCES AND BERAR.	41. Berar	0'14	0'10	+ 0'04	0'97	0'44	+ 120
	42. Central Provinces West	0'04	0'02	+ 0'02	0'41	0'50	- 38
	43. Do. do. Central	0'04	0'05	- 0'01	0'44	0'81	- 46
	44. Do. do. East	0'10	0'14	- 0'04	1'55	1'22	+ 27
BOMBAY (NORTH)	45. Gujarat	0	0	0	0	0'01	- 100
	46. Kathiawar	0	0	0	0	0'26	- 100
	47. Sind	0'02	0'03	- 0'01	0'69	0'38	+ 82
	48. Baluchistan Hills	0	0'12	- 0'12	2'21	3'41	- 35
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0'02	0'03	- 0'01	0'09	0'23	- 62
	50. Rajputana East, Central India West.	0'25	0'03	+ 0'22	0'27	0'25	+ 8
	51. West Rajputana	0	0'02	- 0'02	0	0'30	- 100
MADRAS	52. East Coast North	0'53	0'14	+ 0'39	2'85	1'06	+ 160
	52-A. Do. do. (a)	1'50	0'07	+ 1'43	3'90	2'32	+ 68
	53. Hyderabad South	0'17	0'09	+ 0'08	1'22	1'19	+ 3
	54. Madras Central	0'19	0'14	+ 0'05	2'07	0'54	+ 283
	55. East Coast Central	0'73	0'06	+ 0'67	3'97	0'51	+ 678
	56. Do. South	0'85	0'22	+ 0'63	4'93	0'91	+ 442
	57. Madras South	0'59	0'65	- 0'06	7'25	2'77	+ 162

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Government of India.  
T. W. HOLDERNESS,  
Secretary to the Government of India.

SIMLA, 4th May, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 29th April.*—The rainfall was heavy in the Central districts and in parts of the Southern districts, the West Coast and the Circars, and was lighter and more scattered in the Carnatic and the Deccan. The April rainfall has been unusually heavy throughout the Presidency. The water-supply is adequate for the season. Ploughing is almost everywhere in progress. The standing crop is generally good, but some damage has been caused by heavy rain in parts. Pasture has improved and fodder is sufficient. The condition of cattle is normal. Prices are generally slightly easier.

**Bombay.**—*For week ending 3rd May.*—There was slight rain in parts of twelve districts during the week. Reaping of late crops continues in Khandesh and Hyderabad and cotton-picking in Belgaum. Preparations for next season are progressing generally. Fodder is sufficient except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in four and fallen in three districts; elsewhere they are stationary.

**Bengal.**—*For week ending 1st May.*—The weather during the week was generally hot and dry. As usual at this season there were thunderstorms and rain in most places in Bengal Proper and Orissa. The general agricultural prospects continue favourable; ploughing is going on everywhere; and the sowing of autumn rice and jute is in progress. Sugarcane and *cheena* millet (*Panicum frumentaceum*) are doing well. Spring rice is being harvested and the threshing of the spring crops in Bihar is still going on. There is no want of fodder, except in places in Midnapore, Manbhum, and the Sonthal Parganas. There has been a slight rise in the price of common rice in some districts, but on the whole there has been but little change.

**North-Western Provinces and Oudh.**—*For week ending 3rd May.*—Except for slight showers in a few districts the weather has been clear. Threshing and winnowing of the spring crops continue in some districts. Sowing and irrigation of indigo, sugarcane, and extra crops are in progress. Prospects are favourable; markets are well-supplied and fodder is sufficient. Prices show a rising tendency in a few districts, but are otherwise stationary to falling.

**Punjab.**—*For week ending 3rd May.*—Rainfall *nil*. Reaping and threshing of spring crops continue; cotton is being sown in Mooltan and Lahore, and sugarcane and cotton are being irrigated in Amritsar. Autumn sowings are in progress in Sialkot, and rice is being sown in Peshawar. The condition of the extra spring crops is generally average on irrigated and below average on unirrigated lands. The outturn is generally average. Crops have been damaged by hail in parts of Peshawar and Dera Ismail Khan districts. The condition of cattle is said to be poor in Delhi; fair in Sialkot and Dera Ismail Khan; and good elsewhere. Pasturage is poor in Delhi, Shahpur and Dera Ismail Khan; and sufficient elsewhere. Prices, generally of wheat, have risen in Hissar and Umballa; fallen in Delhi, Ferozepore, Mooltan, Amritsar, Shahpur, Rawalpindi, and Dera Ismail Khan; and remained unchanged elsewhere. Wheat is selling from 16½ to 22½, gram 20 to 23, barley 30 to 32, maize 27½ to 35, bulrush-millet 19 to 23, great millet 21 to 32, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 2nd May.*—The weather has been generally cloudy and stormy during the week and slight showers of rain fell in eight districts. The temperature fell during the early part of the week but has risen again. The threshing of spring crops has been completed in the Jubbulpore, Seoni, Chanda, and Chhindwara districts, and is in progress in Mandla and Balaghat. In Saugor the labouring classes are out of work and village relief is being extended in the Banda and Kharai tahsils and is in progress in the Damoh district. Water is becoming scarce in parts of Saugor, Mandla, and Chhindwara. Fodder is scarce in parts of six districts and fodder and grain stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, and rice has fallen in some districts and that of wheat, rice, and *juar* has risen



in others. The cheapest prices are—wheat 21, gram 35, rice 22½, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 29th April.*—In Upper Burma reaping of dry weather paddy has commenced in most districts and island crops are being harvested. Hill cultivation has commenced in the Northern districts. Condition of the standing crops is good, except in parts of Mandalay and the Ruby Mines district. Price of paddy has fallen in Akyab, Rangoon, Tharrawaddy, Bassein, and Amherst; has risen in Mandalay, Shwebo, and Myingyan; elsewhere it is stationary.

**Assam.**—*For week ending 2nd May.*—The weather is hot. Sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Prospects of tea are generally good, except in parts of Sylhet and Sibsagar, where red spider prevails. Land is being prepared for late rice; reaping of low-land transplanted rice continues in Sylhet. Prospects are good. Pressing of sugarcane still continues in places and the outturn is generally good. Sowing of jute continues in Sylhet and Goalpara. Prices—common rice—Silchar and Dhubri 16, Gauhati 14½, Tezpur and Nowgong 15, Sylhet 18, Sibsagar 12, and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 3rd May.*—**MYSORE:** Rainfall—one inch 42 cents in the Civil and Military station and general and good rain in parts of Bangalore, Kolar, Mysore, and Kadur. The standing crops are in good condition. Prices have slightly risen in Bangalore, Kolar, and Kadur. *Ragi (Eleusine coracana)* has been sown in Mysore.

**COORG:** Ploughing for rice has commenced in parts. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 3rd May.*—**BERAR:** The weather is warm and cloudy. Breaking up of land for monsoon crops continues. The fodder and water-supply is insufficient in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall during the week 21 cents. The spring harvest is over and harvesting of winter rice crop continues. The crop has suffered in parts by unseasonable rain. Prices of grain continue steady. Prices—wheat 10, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

**Central India.**—*For week ending 3rd May.*—Slight rain fell in the Bundelkhand and Bhopawar Agencies during the week. Agricultural operations have been completed in Bundelkhand and Bhopawar and are in progress elsewhere. Agricultural stock and pasturage are in fairly good condition. Prices are above normal in Bundelkhand; normal elsewhere.

**Rajputana.**—*For week ending 3rd May.*—Rainfall—Haraoti average 70 cents; Sirohi 55 cents; Jeysulmere 26 cents; Ajmere 90 cents; Jeypore 13 cents. Agricultural operations are generally satisfactory, except in Merwara. Harvesting of crops is approaching completion. Cattle are in poor condition in Marwar, Meywar, Haraoti, and Ajmere; elsewhere in good to fair condition. Fodder scarcity prevails in States reported last week. Prices are rising in Jhallawar; falling in Meywar; and are steady elsewhere. Twenty-four persons emigrated from Ajmere and 13 from Merwara during the week. The total emigration from Merwara up to date numbers 4,384. The numbers employed on relief works were—398 in Ajmere; 3,955 in Merwara; and 970 in Marwar. Prices—Ajmere 20½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 2nd May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 3rd May.*—No rain during the week. Prices have fallen slightly. Prices—wheat from 16 to 19 and maize 25 seers per rupee. The condition of the standing crops is fair. Reaping and threshing of spring crops are in progress. Fodder is scarce.

**Nepal.**—*For week ending 29th April.*—Rainfall 0·04 inch. Land is being prepared for early rice and indian-corn. The wheat crop is doing well. Price of rice is 9½ seers per rupee.

M. FINUCANE,

Offg. Secretary to the Government of India.



**GOVERNMENT OF INDIA.**  
**PUBLIC WORKS DEPARTMENT.**  
**RAILWAY STATISTICS.**

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 22ND APRIL 1900, AND FROM 1ST JANUARY TO 22ND APRIL 1899.**

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 23RD APRIL 1898.				WEEK ENDING 22ND APRIL 1899.				Earnings from 1st January to 22nd April 1898.	Earnings from 1st January to 22nd April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Rs.		Total.	Rs.						
State Lines worked by companies.													
Standard gauge—													
East Indian	694	1,740	13,07,642	766	1,747	13,03,000	748	2,00,70,181	2,02,17,000	1,87,889	...	...	
Bengal Central	182	125	17,611	143	125	15,100	121	3,38,310	3,24,000	...	...	...	
Bombay-Nagpur	131	967	2,03,579	243	1,186	1,68,000	142	26,02,008	26,01,000	3,93,281	...	...	
Indian Midland (including Bhopal-Itarsi)	171	800	1,20,331	103	868	1,70,000	106	30,97,008	22,01,000	1,86,002	...	...	
Bombay extn. (East Coast State)	191	21	2,207	148	21	2,000	148	71,884	47,000	...	...	...	
Washermanpet-Eraser sec. (Bor. Mad.)	119	9	1,308	134	9	1,100	132	16,999	12,200	2,231	...	...	
Metre gauge—													
Rajputana-Malwa (incldg. G.R.-Nagda)	264	1,815	4,03,507	273	1,815	4,58,000	282	69,05,983	77,86,000	8,80,713	...	...	
Pilani-Purana	44	17	523	21	17	1,000	53	9,331	12,000	2,669	...	...	
South Indian	161	1,043	2,60,343	163	1,023	1,50,000	153	25,32,870	24,84,000	...	...	...	
Mayavaram-Mutpet	83	54	4,418	82	54	0,500	65	72,044	67,300	...	...	...	
Southern Mahratta (incldg. G.M. From sec.)	103	1,165	1,27,938	110	1,165	1,23,000	106	18,38,924	17,50,000	...	...	...	
Mysoor section (Southern Mahratta)	107	296	52,240	109	296	10,300	65	5,18,688	2,83,000	...	...	...	
Bombay and North-Western system	182	364	1,51,738	178	1,082	1,68,000	174	22,20,708	24,25,000	1,04,231	...	...	
Lucknow-Haridwar	103	231	24,015	108	231	23,000	100	3,57,470	3,80,000	22,530	...	...	
Assam-Bengal	60	286	23,668	79	413	28,000	70	4,21,436	5,40,000	1,18,564	...	...	
Burma	223	686	1,73,512	183	946	1,64,000	175	31,30,051	31,00,000	...	...	...	
TOTAL	206	10,233	39,24,153	206	10,990	28,37,700	257	1,36,38,337	1,46,86,300	10,47,963	...	...	
State Lines worked by the State.													
Standard gauge—													
North Western (a)	257	2,886	7,34,177	254	2,859	5,84,000	180	1,37,44,923	1,04,54,000	...	...	...	
Andhra and Rohilkhand (incldg. n. g. link)	217	1,013	2,38,667	235	1,013	2,53,000	250	31,23,918	32,89,000	1,65,082	...	...	
Eastern Bengal (incldg. metre & 2' 6")	319	618	2,43,401	298	834	2,10,000	239	45,54,814	38,69,000	...	...	...	
East Coast (b)	116	536	59,436	111	795	0,1,200	115	10,33,315	12,71,000	2,37,685	...	...	
Special gauge—													
Jorhat	66	36	3,044	100	98	1,300	43	31,656	26,700	...	...	...	
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	6,400	5,976	...	...	
TOTAL	801	5,381	12,78,025	242	5,639	10,95,500	195	3,11,79,037	3,69,16,100	57,37,063	...	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	314	1,481	8,81,002	501	1,481	7,33,000	492	1,23,43,708	1,36,89,000	13,45,292	...	...	
Bombay, Baroda and Central India	773	461	4,21,721	913	461	8,91,000	845	47,30,080	52,64,000	5,33,919	...	...	
Madras	258	849	2,11,411	254	840	1,77,000	211	24,24,340	24,88,000	...	...	...	
TOTAL	1345	2,792	13,13,734	1768	2,792	13,01,000	1758	2,04,47,187	2,19,13,000	15,65,813	...	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	1297	18,326	57,10,512	3112	19,411	62,34,200	2660	8,56,10,511	9,34,15,400	7,80,889	...	...	
Standard gauge—													
Delhi-Calcutta-Kalka	217	162	29,054	173	162	29,500	184	6,04,690	4,47,000	...	...	...	
Tarapur	250	23	4,453	208	23	5,800	264	1,28,753	1,28,000	...	...	...	
Southern Punjab (Delhi-Samudra)	75	400	29,324	74	483	27,600	45	3,16,702	3,88,000	71,298	...	...	
Tapti Valley	...	...	...	...	...	1,500	42	...	26,500	...	...	...	
Metre gauge—													
Brahmaputra-Saltanpur	...	...	...	...	...	1,000	40	...	(f) 2,600	2,600	...	...	
Mymensingh-Jamshilpur-Jagannathganj	...	...	...	...	...	1,000	30	...	20,200	20,200	...	...	
Rohilkum and Kumaon (Co. a sec.)	197	66	9,237	141	66	10,500	161	1,33,141	1,34,000	...	...	...	
Sogowha-Katani	...	...	...	...	...	...	...	...	(g) 4,000	4,000	...	...	
Bengal Doon	100	36	3,245	90	36	2,900	81	29,920	44,400	...	...	...	
Dibru-Sadiya	200	78	17,341	222	78	15,500	190	2,55,118	2,84,000	28,882	...	...	
Ahmedabad-Parantij	59	55	5,131	55	55	5,200	70	42,728	54,800	12,072	...	...	
Special gauge—													
Darjeeling-Himalayan	266	51	17,191	277	51	17,000	239	2,01,940	1,87,000	...	...	...	
Barsi	156	21	3,621	175	21	9,500	167	58,810	63,800	5,990	...	...	
TOTAL	135	891	1,19,827	135	1,028	1,21,000	118	17,97,251	17,74,800	22,451	...	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guons	31	74	2,205	31	74	4,200	57	33,333	74,100	40,767	...	...	
Bhopal-Ujjain	76	114	2,457	83	114	12,400	109	1,86,568	1,72,000	...	...	...	
Nagda-Ujjain	86	85	2,730	29	84	0,000	83	41,711	90,800	...	...	...	
The Nizam's guaranteed state	235	334	69,178	207	334	70,200	228	12,70,553	12,03,000	...	...	...	
The Gaekwar's Peshwa	70	13	1,139	89	13	1,200	100	9,374	15,200	5,826	...	...	
Rajpore-Bhatinda	140	108	11,574	105	108	9,200	85	2,24,889	1,71,000	...	...	...	
Kolar-Goldfields	406	10	2,724	273	10	2,600	240	60,503	50,300	...	...	...	
Metre gauge—													
Yestantpur-Mysoor Frontier section (incldg. N. Nanjand)	71	66	4,079	62	66	3,100	47	72,213	45,100	...	...	...	
The Gaekwar's Mohana	81	83	8,323	89	83	8,200	73	1,04,643	1,09,000	4,358	...	...	
Kolhapur	55	29	1,243	48	29	2,200	76	22,557	37,600	15,043	...	...	
Special gauge—													
The Gaekwar's Dahdoi	58	79	4,886	59	79	5,300	67	50,713	65,900	15,187	...	...	
Rajpore	14	19	2,200	15	24	800	33	8,188	11,800	3,612	...	...	
Coond Behar	68	23	1,944	88	24	1,500	44	25,100	21,300	...	...	...	
TOTAL	133	998	1,30,335	140	1,012	1,23,500	127	20,87,722	20,13,100	74,622	...	...	
Lines owned & worked by n. states.													
Metre gauge—													
Bharatpur-Gondal-Jumagad-Portbandar	134	334	54,003	163	334	42,500	127	5,74,598	6,50,000	75,402	...	...	
Jatpur-Rajkot	90	46	4,009	83	46	4,500	98	55,830	64,100	8,270	...	...	
Jamnagar	53	54	2,877	63	54	1,800	38	29,896	35,600	5,704	...	...	
Udratpur	...	...	...	...	...	1,700	81	...	29,100	23,100	...	...	
Jodhpore-Bikaner	66	384	30,874	85	407	33,000	81	8,84,112	8,09,000	2,34,688	...	...	
Ooderpore-Chitor	42	60	2,992	50	61	3,300	64	24,027	49,100	14,473	...	...	
Special gauge—													
Morvi	82	94	7,618	91	94	9,200	98	90,441	1,20,000	32,559	...	...	
TOTAL	63	952	1,08,061	108	1,017	98,000	94	11,75,104	15,59,000	3,84,706	...	...	
GRAND TOTAL	279	21,185	60,91,835	287	22,466	55,80,800	249	9,06,13,588	9,07,02,700	1,49,112	...	...	

(a) Includes Jamn and Kashmir and Hyderabad-Shadipalli rya.  
 (b) Includes Benwada-Madras ry.  
 (c) Closed for traffic owing to floods.  
 (d) From 9th to 31st March 1899.

(e) From 1st January to 31st March 1899.  
 (f) From 1st to 22nd April 1899.  
 (g) From 1st March to 22nd April 1899.

Stamps, the 4th May, 1899.

W. J. McELHINNY, Captain, R.E.,

Off. Under Secy. to the Govt. of India.



**GOVERNMENT OF INDIA.**  
**PUBLIC WORKS DEPARTMENT.**  
**RAILWAY STATISTICS.**

No. III of 1899-1900.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.**

N.B.—As regards the figures in column *Total earnings from 1st April 1900*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 23RD APRIL 1899.				WEEK ENDING 23RD APRIL 1900.				Earnings from 1st to 23rd April 1899.	Earnings from 1st to 23rd April 1900.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open.		Total.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	884	1,740	13,07,042	746	1,747	13,05,000	746	42,07,000	40,43,000	...	1,65,000		
Bengal Central	193	125	17,811	142	125	15,100	121	58,000	40,500	...	17,500		
Bengal-Nagpur	109	862	2,00,670	233	1,186	1,04,000	112	8,74,574	5,64,000	...	3,10,574		
Indian Midland (including Bhopal & Itanagar)	155	800	1,29,231	162	884	1,70,000	196	4,65,358	3,70,000	...	95,358		
Bombay extn. (East Coast State)	155	21	5,207	248	21	3,000	143	17,700	9,800	...	8,900		
Washermanpet-Kannur sec. (Box-Mad.)	135	9	1,202	136	9	1,100	123	3,400	3,100	...	300		
Metre gauge—													
Rajputana-Malwa (incldg. G.-B.-Nagda)	210	1,815	4,95,807	273	1,815	4,58,000	252	15,80,348	14,18,000	...	1,62,348		
Palampur-Dacca	44	17	526	31	17	1,600	59	2,104	2,500	...	396		
South Indian	166	1,042	1,50,903	153	1,023	1,60,000	155	5,45,104	4,00,000	...	1,45,104		
Mayavaram-Mutapet	92	54	4,418	82	54	3,300	65	17,456	13,800	...	3,656		
Southern Mahratta (incldg. G.-M. Brock sec.)	113	1,765	1,27,888	110	1,765	1,23,000	106	4,15,428	3,82,000	...	33,428		
Mysore section (Southern Mahratta)	123	206	33,246	109	206	19,100	65	1,10,000	87,800	...	22,200		
Bengal and North-Western system	147	854	1,51,708	178	1,042	1,88,000	174	4,91,007	5,11,000	...	19,993		
Lucknow-Bareilly	81	281	24,015	104	251	23,000	100	77,218	81,800	...	4,582		
Araon-Bengal	73	286	22,608	71	415	28,900	70	65,210	62,800	...	2,410		
Burma	180	930	1,73,512	185	930	1,64,900	175	5,84,121	5,21,000	...	63,121		
TOTAL	243	10,253	29,24,153	265	10,980	28,27,700	257	92,70,891	87,10,000	...	5,60,891		
State lines worked by the State.													
Standard gauge—													
North Western (a)	230	2,650	7,34,177	254	2,650	5,24,000	190	25,55,130	19,05,000	...	6,50,130		
Oudh and Rohilkhand (incldg. m. g. line)	195	1,013	2,54,567	135	1,013	2,53,000	250	7,27,200	7,42,000	...	14,800		
Eastern Bengal (incldg. metre & 2' 6")	982	918	2,49,401	298	814	2,16,000	250	7,78,310	6,85,000	...	93,310		
East Coast (b)	106	566	50,430	111	795	91,200	115	2,01,220	2,68,000	...	66,780		
Special gauge—													
Jorhat	68	28	9,044	109	28	1,300	40	6,172	3,800	...	2,372		
Cherra-Compangsoj	44	...	...	...	...	...	...	...	...	...	...		
TOTAL	335	5,281	12,78,625	343	5,625	10,91,300	195	42,71,130	37,13,800	...	5,57,330		
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	301	1,491	9,84,602	501	1,401	7,53,000	492	39,67,823	22,91,000	...	16,76,823		
Bombay, Baroda and Central India	590	401	4,21,721	915	461	3,91,000	849	13,47,471	17,89,000	...	4,41,471		
Madras	201	840	2,16,411	254	840	1,77,000	211	7,09,007	5,00,000	...	2,09,007		
TOTAL	370	2,799	15,06,734	549	2,792	11,01,000	498	59,24,301	40,80,000	...	18,44,301		
TOTAL (GUARANTEED AND STATE) ASSAILED COMPANIES.													
Standard gauge—													
Delhi-Umballa-Kaika	207	162	28,031	178	162	29,800	184	1,05,267	1,02,000	...	3,267		
Tarapur	278	22	4,433	203	22	5,800	204	51,930	70,400	...	18,470		
Southern Punjab (Delhi-Samastha)	42	460	28,024	74	421	27,600	65	87,080	88,000	...	920		
Tapti	...	...	...	...	...	1,500	42	...	2,300	...	...		
Metre gauge—													
Brakhanpur-Balranpur	...	...	...	...	...	1,000	40	...	2,600	...	1,600		
Mymensingh-Jamulpur-Jagannathan	...	...	...	...	...	1,000	80	...	3,700	...	2,700		
Rohilkhand and Kumaon (Co.'s sec.)	121	66	9,327	141	66	10,600	161	40,118	20,800	...	19,318		
Sagauli-Itanagar	...	...	...	...	...	600	33	...	1,000	...	400		
Bengal Doonars	149	30	8,245	50	30	2,900	81	8,454	7,600	...	854		
Dibru-Sadiya	198	76	17,341	202	76	15,500	180	55,250	52,500	...	2,750		
Ahmedabad-Parantli	45	55	5,131	95	55	4,200	76	12,080	11,600	...	480		
Special gauge—													
Darjeeling-Himalayan	274	51	17,101	237	51	17,000	238	63,180	42,000	...	21,180		
Bani	125	21	9,651	175	21	3,500	167	10,174	10,000	...	174		
TOTAL	147	891	1,19,927	135	1,020	1,21,000	115	4,19,551	3,90,600	...	28,951		
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goon	26	74	2,905	91	74	4,200	57	8,800	11,300	...	2,500		
Bhopal-Ujjain	81	114	9,457	83	114	12,400	109	30,709	39,300	...	8,591		
Nagda-Ujjain	60	35	2,720	78	81	3,000	89	10,292	7,800	...	2,492		
The Nizam's Guaranteed State	211	334	80,178	267	334	70,200	299	2,81,070	2,24,000	...	57,070		
The Gaekwar's Petlad	64	18	1,198	88	13	1,200	100	3,473	3,600	...	127		
Rajpura-Bhatinda	192	108	11,374	106	108	9,200	85	40,163	32,700	...	7,463		
Kolar Gold-fields	409	10	2,728	273	10	2,600	260	11,473	9,300	...	2,173		
Metre gauge—													
Parvathpur-Mysore Frontier section (incldg. M.-Nanjangud)	84	60	4,070	62	60	3,100	47	10,269	10,100	...	169		
The Gaekwar's Mehsana	71	62	8,243	69	62	8,800	73	25,096	21,400	...	3,696		
Kolhapur	57	20	1,242	43	20	2,200	78	5,657	7,300	...	1,643		
Special gauge—													
The Gaekwar's Dabhol	51	79	4,686	50	79	5,300	67	15,215	14,800	...	415		
Bulpipla	11	10	280	15	24	800	33	910	9,600	...	8,690		
Cooch Behar	54	23	1,234	88	34	1,500	54	5,450	5,300	...	150		
TOTAL	120	980	1,69,335	140	1,012	1,29,000	127	4,55,800	3,80,800	...	75,000		
Lines owned & worked by n. states.													
Metre gauge—													
Blaynagar-Gondal-Junagadh-Portbandar	27	354	54,663	163	384	42,500	127	1,63,853	1,34,000	...	29,853		
Jetalsar-Rajkot	31	46	4,000	60	40	4,500	99	12,702	12,500	...	202		
Jamnagar	38	51	2,877	53	54	1,800	38	8,625	7,300	...	1,325		
Dhisingra	...	...	...	...	...	1,700	81	...	4,000	...	...		
Jodhpore-Bikaner	62	364	50,874	65	407	33,000	81	55,800	1,11,000	...	55,200		
Oodypore-Chitor	83	60	2,902	60	81	3,300	54	8,352	8,000	...	352		
Special gauge—													
Morvi	69	94	7,616	61	94	9,200	93	23,604	26,800	...	3,196		
TOTAL	75	952	1,03,001	168	1,017	100,000	101	3,02,958	2,90,200	...	12,758		
GRAND TOTAL													
	243	21,105	60,81,835	267	22,460	55,09,900	244	1,97,70,891	1,76,40,800	...	21,30,091		

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rly.

(b) Includes Bombay-Madras rly.

(c) Closed for traffic owing to floods.

W. C. McELHINNY, Captain, R.E.  
Offy. Under Secy. to the Govt. of India.

Bombay, 21st May 1899.

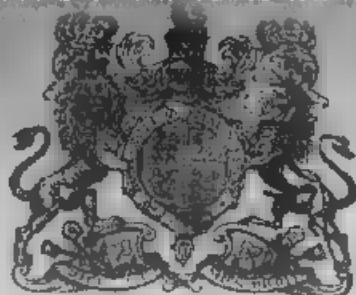


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SUPPLEMENT TO

# The Gazette of India.

No. 19.

SIMLA, SATURDAY, MAY 13, 1899.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Subjects of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

### Weather Review of India for the Week ending at 8 a.m. on Saturday, May 6th, 1899.

During the week under review there have been heavy rains and strong winds and gales in Burma, due to the advance northward of the depression which was developing over the Andaman Sea at the close of last week, but over India the weather has been quiet and generally fine. Pressure has been high and above the normal average over Bombay and low and below the normal over Northern and North-Eastern India. As a result, dry westerly and north-westerly winds have prevailed over the greater part of India, and the only rainfall which has been received over India has been light or moderate showers occurring during dust and thunder storms. Very hot weather prevailed during the week over Northern India where the wind was westerly, but over the central parts of India and over the greater part of the Peninsula where the wind was north-westerly or even northerly the mean temperature was steadily lower than usual. In Burma the heat was largely controlled by the rainfall, accompanying the storm mentioned above, and was very largely below the normal on the 4th and 5th May when the rainfall was very heavy.

**Daily Summary.**—*Sunday, April 30th*—Pressure was changing very slightly, and the only important feature in the weather was the storm which was developing over the Andaman Sea and which was drawing the wind into north in Lower Burma and occasioning rain over Lower Burma and Tenasserim. Over India the weather was very quiet, pressure generally higher than usual and the wind between north-west and west except in the Bay area where the directions were southerly. Dust and thunder storms had occasioned showers of rain over parts of Bengal, of the southern half of the Peninsula and of Rajputana,

A



but the rainfall amounts were small. The heat had been greater than usual over Northern India, the greater part of Burma and the Madras coast districts, but had been below the normal elsewhere. The largest opposite variations from the normal were  $-7.0^{\circ}$  at Chanda and  $+8.5^{\circ}$  at Mandalay.

*Monday, May 1st.*—The barometer had fallen almost everywhere. The change had been very rapid at Diamond Island, and the storm which had been developing over the Andaman Sea had approached that station where pressure was over  $0.25$  inch below the normal. The winds were cyclonic around the Andaman Sea and were blowing a gale at Diamond Island. Rain had fallen over Tenasserim and Deltaic Burma, the heaviest amount being  $5.67$  inches at Diamond Island. Over India the pressure and wind conditions were unchanged, and the only rainfall was some light showers accompanying dust and thunder storms. The heat remained excessive over the greater part of Northern India and of Burma and the Madras coast districts, while over Lower Burma, the Peninsula and the central parts of India the weather was cooler than usual.

*Tuesday, May 2nd.*—Pressure had risen briskly over Tenasserim and fallen over Lower Burma. The storm had continued to move northward and lay close to Bassein, in which neighbourhood the barometer was between  $0.30$  inch and  $0.36$  inch below the normal. Cyclonic gales prevailed over Lower Burma where heavy rain had fallen. Over India there was still no important change to record. Pressure was higher than usual generally, but much more so over the Western desert than over Eastern and North-Eastern India. Westerly to north-westerly winds prevailed throughout, and the only rainfall was a few light local thundershowers. The heat over Northern India was increasing, and the mean temperature was slightly to very largely excessive in Northern India and in the Madras coast districts. It still remained low over Lower Burma and the greater part of the Peninsula and of North Bombay.

*Wednesday, May 3rd.*—The barometer had risen with great rapidity over Lower Burma, and the cyclonic storm had filled up. Elsewhere there had been no important change. Pressure was high along the west coast and low over West Bengal and the West Punjab. The wind was still strong in parts of Burma, but the gales had subsided. The direction of the wind was more northerly than usual over the Peninsula. Rain continued to fall over Burma, but over India the weather was fine with a few local thundershowers. The distribution of temperature relatively to the normal was little changed, and the principal variations from the average were  $+9.2^{\circ}$  at Rawalpindi,  $+8.4^{\circ}$  at Silchar,  $-7.6^{\circ}$  at Bassein and  $-5.6^{\circ}$  at Belgaum.

*Thursday, May 4th.*—The barometric changes had been generally unimportant and irregular. Southerly winds were blowing over the Bay area and into Bengal and easterly winds along the foot of the Eastern Himalayas, but elsewhere the directions were between west and north-west with more northing than is usually the case. Dull, rainy weather prevailed over Burma, but the rainfall amounts were not heavy except at Minbu where  $7.90$  inches had been received. Over India the weather remained generally fine, but the local thundershowers were somewhat more widespread and somewhat heavier. The weather was cooler than usual over Burma (Minbu  $-12.7^{\circ}$ ), the west of the Peninsula (Belgaum  $-5.9^{\circ}$ ) and North Bombay and Rajputana (Hyderabad  $-5.1^{\circ}$ ), but elsewhere the heat was excessive, the principal variations from the normal having been  $+10^{\circ}$  at Rawalpindi and  $+9.7^{\circ}$  at Mymensingh.

*Friday, May 5th.*—The barometer had fallen over North Bengal and risen elsewhere. Pressure was considerably above the normal over North-Western and Western India and considerably below in Bengal. Westerly winds prevailed down the Gangetic Plain, southerly winds over the Bay area and north-westerly winds elsewhere. Showers of rain had been received over Burma, Assam and Sikkim, while dust and thunder storms, in some cases accompanied with rain, had been experienced in different parts of North-Western and Central India and the Peninsula. The heat was greater than usual over Northern India—more particularly in Bengal—and less than usual elsewhere. Some of the more important variations from the normal were  $+8.1^{\circ}$  at Rawalpindi,  $+11.2^{\circ}$  at Patna,  $-10.6^{\circ}$  at Yamethin,  $-5.2^{\circ}$  at Belgaum and  $-6.4^{\circ}$  at Bickaneer and Hyderabad (Sind).

*Saturday, May 6th.*—Pressure had increased, but generally by small amounts, and the general conditions of pressure were unchanged. Hot westerly



winds prevailed down the Gangetic Plain into West Bengal, while southerly winds prevailed over the Bay area and north-westerly or variable winds elsewhere. The weather remained showery in Assam, but the rain had ceased in Burma. Local dust and thunder storms continued to give rain to parts of Central India, the Central Provinces, and Southern India. Very hot weather continued to prevail over the Punjab, the North Gangetic Plain, Bengal and Upper Burma, the principal variations having been  $+5.2^{\circ}$  at Rawalpindi,  $+12.1^{\circ}$  at Bogra and  $+5.2^{\circ}$  at Bhamo. Elsewhere the heat was generally less than usual.

**Temperature.**—The weather during the week under review has been generally excessively hot over the Punjab, the Gangetic Plain and Bengal where during the greater part of the week there have been hot westerly winds, but over the Peninsula, North Bombay and the neighbouring regions where the wind has been north-westerly the heat has been slightly to considerably less than usual, while in Burma, as the heavy rain extended, the mean temperature fell to much below the normal.

The following table gives the mean temperature variation data for the week :

PROVINCE.	APRIL 1899.	MAY 1899.							Mean variation of week.
	30th	1st	2nd	3rd	4th	5th	6th		
	°	°	°	°	°	°	°	°	
Burma . . . . .	+2.1	-0.5	-1.9	-3.3	-5.1	-4.0	0	-1.8	
Assam . . . . .	+3.9	+4.7	+3.2	+5.3	+6.9	+6.5	+2.5	+4.7	
Bengal . . . . .	+3.7	+3.8	+4.7	+5.2	+7.4	+8.2	+7.9	+5.8	
Orissa . . . . .	+0.6	-2.3	+1.1	+1.1	+4.0	+4.9	+5.4	+2.2	
Bihar . . . . .	+2.2	+2.8	+3.8	+4.2	+5.4	+8.4	+8.4	+5.0	
Chota Nagpur . . . . .	+1.9	+0.1	+2.3	+1.9	+4.1	+5.8	+5.2	+3.0	
N.-W. P. and Oudh . . . . .	+0.1	+0.5	+4.0	+3.5	+4.0	+3.1	+2.5	+2.5	
Punjab . . . . .	+3.6	+5.7	+6.0	+6.0	+6.2	+2.4	+1.2	+4.6	
Sind . . . . .	-1.1	+0.6	-0.5	-1.1	-2.0	-3.7	-4.9	-1.8	
Rajputana . . . . .	-1.8	+0.7	+1.6	+1.5	-0.8	-3.5	-1.4	-0.5	
Gujarat . . . . .	-4.1	-1.0	-2.5	-2.1	-0.6	-3.3	-3.9	-2.5	
Central India . . . . .	-3.9	-1.6	+1.3	+1.4	-1.1	-3.0	-2.3	-1.3	
Central Provinces . . . . .	-2.6	-1.3	+0.5	+1.9	+0.9	-1.5	-0.2	-0.3	
Berar . . . . .	-2.3	-3.6	-1.0	+1.0	-0.1	-3.2	-0.5	-1.4	
West Coast . . . . .	-0.9	-0.8	-1.1	-1.7	-2.2	-1.7	-1.1	-1.4	
Bombay Deccan . . . . .	-3.3	-2.6	-5.3	-3.5	-2.5	-3.2	-2.0	-3.2	
Mysore . . . . .	-2.0	-5.4	-5.0	-4.0	-4.0	-2.1	-1.9	-3.5	
Madras Coast . . . . .	+1.4	+2.2	+4.2	+2.6	+3.9	+1.4	+1.2	+2.3	
Madras Deccan . . . . .	-3.2	-2.3	-3.3	-1.4	-1.7	-1.9	-0.5	-2.0	
South India . . . . .	-1.4	-1.8	-1.8	-1.5	-1.9	-2.3	-2.3	-1.9	
Mean for whole of India . . . . .	-0.4	-0.1	+0.6	+0.9	+1.0	+0.4	+0.7	+0.4	

The mean temperature of the whole of India for each day of the week and for the whole week was about normal, but on turning to the provincial variations considerable differences are exhibited. Thus Assam, Bengal, Orissa, Bihar, Chota Nagpur, the North-West Provinces, the Punjab and the Madras Coast, all exhibited a moderate to large excess, while all the remaining provinces showed a deficiency. The greatest excess was in Bengal, the greatest deficiency in Mysore.

The following were the highest maxima reported on each day :

April 30th . . . . .	108.5°	at Cuttack.
May 1st . . . . .	111.3°	„ Jacobabad.
„ 2nd . . . . .	110.8°	„ Do.
„ 3rd . . . . .	109.3°	„ Lucknow.
„ 4th . . . . .	108.4°	„ Gaya and Khushab.
„ 5th . . . . .	109.5°	„ Gaya.
„ 6th . . . . .	108.5°	„ Cuttack.



**Rain.**—As was the case last week and as is usual at this time of year, nearly all the rain which has fallen over the Indian area has accompanied dust and thunder storms, and has consequently been scattered, local and generally light. The only exception has been the rainfall in Lower Burma which accompanied the deepish depression which crossed the South-West Burma coast from the Andaman Sea in the early days of the week. This depression occasioned heavy rain in the Rangoon, Bassein and Maubin districts on the 1st and 2nd of May and in the Minbu district on the 3rd of May. In all other places the rainfall, as mentioned above, was connected with dust and thunder storms. These storms occurred principally on the 5th and 6th May in Assam, on the 30th April and the 1st and 2nd May in Bengal, on the 1st and 2nd May over the Peninsula and on the 5th and 6th May over the central districts. In the remaining parts of India where rain fell the fall was scattered throughout the week.

The rainfall table at the close of the summary shows that rain in appreciable amount, i.e., the average actual rainfall of the division, 0·10 inch or more in amount, fell in twenty-eight of the rainfall divisions. These twenty-eight divisions included, all the Burma divisions, the Surma and Brahmaputra divisions of Assam, the deltaic, north and hill divisions of Bengal, Orissa, the hill division of the North-West Provinces, the South Punjab, Malabar, Mysore, the Bombay Deccan, Khandesh, Berar, Kathiawar, Sind, Baluchistan, Rajputana (East) and Central India (West), the north and south divisions of the East Coast, the South-Central, Central and South divisions of Madras and Hyderabad (South). In all the remaining divisions there has been either no rain whatever or the actual average rainfall has been less than 0·10 inch, and hence practically nil. Where rain was received the amount ranged from 4·63 inches in Deltaic Burma, 4·01 inches in the Bengal Hills and 3·57 inches in Tenasserim, to 0·10 inch in North Bengal and Central Madras and 0·11 inch in Orissa, Malabar and Gujarat. The third column of the table shows that the average actual rainfall of the week was greater than the normal average rainfall, in Tenasserim, Deltaic, Central and Upper Burma, the Bengal Hills, the South Punjab, Khandesh, Berar, the west of the Central Provinces, Gujarat, Kathiawar, Sind, Baluchistan, Central India, Rajputana, the East Coast (North) and Hyderabad (South). This excess was as much as 4·15 inches in Deltaic Burma, 2·25 inches in the Bengal Hills, 2·01 inches in Upper Burma, 1·78 inches in Tenasserim and 1·62 inches in Baluchistan, but elsewhere the excess was small and unimportant. On the other hand, in all the rainfall divisions not mentioned above, the week's rainfall was less than usual, the deficiency amounting to over 3 inches in the Surma and hill divisions of Assam and over 1 inch in the Assam Valley, Deltaic Bengal, North Bengal and Coorg.

The following were the principal large totals recorded at individual stations during the week:

Burma	Bilin, Thaton	6·43 inches.
	Bassein	6·05 "
	Maubin	7·29 "
	Minbu	8·87 "
	Magwe	7·02 "
Assam	North Lakhimpur	4·63 "
Bengal	Darjeeling	4·01 "
	Satkira (Khulna)	1·18 "
Punjab	Hansi	0·71 "
Mysore	Chennagiri (Shimoga)	2·80 "
Central Provinces	Meihat (Ellichpur)	2·20 "
Madras	Kēlapātur (Trichinopoly)	2·33 "

The three concluding columns of the rainfall table show that the rainfall for the period February 26th to May 6th has been short of the normal in Arakan, Central Bengal, a large part of the Gangetic Plain and of the Punjab and in some central districts, but that in all other parts of the country the total fall has been normal or in excess of the normal, the excess in some parts of the Peninsula having been particularly large.



PROVINCE.	DIVISION.	RAINFALL DATA FOR YEAR ENDING MAY 31st, 1899.			RAINFALL DATA FROM FEBRUARY 1st TO MAY 31st, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in Inches.	Average actual rainfall of season to date.	Average normal rainfall February 1st to May 31st.	Excess or de- ficit of (nor- mal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	3'57	1'79	+ 1'78	5'84	4'98	+ 17
	2. Lower Burma Deltaic.	4'03	0'48	+ 4'15	4'59	1'97	+ 23
	3. Central do.	1'24	0'37	+ 0'87	3'00	1'35	+ 84
	4. Upper do.	2'63	0'62	+ 2'01	2'00	7'29	+ 32
	5. Arakan	1'27	1'54	- 0'27	1'52	1'52	- 25
BENGAL AND ASSAM	6. Eastern Bengal	0'01	2'39	- 2'38	8'44	20'00	- 5
	7. Assam Surma	0'99	4'42	- 3'43	23'79	17'00	+ 11
	8. Do. Hills	0	3'62	- 3'62	18'51	13'48	+ 9
	9. Do. Brahmaputra	1'24	2'86	- 1'62	13'72	5'14	+ 2
	10. Deltaic Bengal	0'27	1'55	- 1'28	5'14	3'34	+ 12
	11. Central do.	0	0'96	- 0'96	2'40	6'19	+ 28
	12. North do.	0'10	1'73	- 1'63	5'99	8'46	+ 1
	13. Bengal Hills	4'01	1'76	+ 2'25	10'23	2'73	+ 1
	14. Orissa	0'11	0'46	- 0'35	4'15	1'85	+ 1
	15. Chota Nagpur	0	0'33	- 0'33	2'43	0'81	+ 1
NORTH-WESTERN PROVINCES AND ODISHA	16. South Bihar	0	0'21	- 0'21	0'83	1'62	+ 1
	17. North do.	0	0'54	- 0'54	1'87	1'62	+ 1
	18. N.-W. P. East	0	0'03	- 0'03	0'54	0'41	+ 32
	19. South Oudh	0	0'05	- 0'05	0'34	0'49	- 31
	20. North do.	0	0'06	- 0'06	0'54	0'68	- 21
	21. N.-W. P. Central	0	0'02	- 0'02	0'32	0'42	- 24
	22. Do. West	0'01	0'04	- 0'03	0'30	0'67	- 55
	23. Do. East Submontane	0	0'10	- 0'10	1'02	0'67	+ 52
	24. Do. West do.	0'01	0'10	- 0'09	0'53	1'36	- 61
	25. Do. Hills	0'15	0'40	- 0'25	2'01	4'21	- 59
PUNJAB	26. South-East Punjab	0'02	0'04	- 0'02	0'33	0'83	- 60
	27. South do.	0'15	0'03	+ 0'12	0'24	0'95	- 75
	28. Central do.	0'02	0'06	- 0'04	0'89	1'68	- 53
	29. Punjab Submontane	0	0'09	- 0'09	0'54	1'86	- 71
	30. Do. Hills	0	0'36	- 0'36	1'06	4'74	- 78
	31. North Punjab	0'01	0'19	- 0'18	2'39	4'15	- 42
	32. West do.	0	0'04	- 0'04	0'32	1'01	- 68
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	0'11	1'02	- 0'91	11'25	4'56	+ 147
	34. Madras South-Central	0'28	0'93	- 0'65	6'85	3'85	+ 78
	35. Coorg	0	1'08	- 1'08	6'40	4'17	+ 53
	36. Mysore	0'41	0'50	- 0'09	4'81	2'11	+ 128
	37. Konkan	0'02	0'09	- 0'07	3'53	0'31	+ 1037
	38. Bombay Deccan	0'14	0'23	- 0'09	2'00	1'15	+ 73
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'33	0'02	+ 0'31	0'97	0'19	+ 411
CENTRAL PROVINCES AND BERAR.	41. Berar	0'21	0'02	+ 0'19	1'18	0'46	+ 152
	42. Central Provinces West	0'07	0'06	+ 0'01	0'38	0'57	- 33
	43. Do. do. Central	0'01	0'08	- 0'07	0'45	0'89	- 49
	44. Do. do. East	0	0'12	- 0'12	1'55	1'34	+ 16
BOMBAY (NORTH)	45. Gujarat	0'11	0	+ 0'11	0'21	0'01	+ 1000
	46. Kathiawar	0'09	0	+ 0'09	0'09	0'26	- 65
	47. Sind	0'18	0'01	+ 0'17	0'87	0'30	+ 123
	48. Baluchistan Hills	1'79	0'17	+ 1'62	4'00	3'58	+ 12
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0'06	0'03	+ 0'03	0'15	0'28	- 47
	50. Rajputana East, Central Ind a West.	0'14	0'03	+ 0'11	0'41	0'28	+ 46
	51. West Rajputana	0	0'07	- 0'07	0	0'36	- 100
MADRAS	52. East Coast North	0'31	0'28	+ 0'03	3'16	1'34	+ 136
	52-A. Do. do. (a)	0	0'48	- 0'48	3'90	2'80	+ 39
	53. Hyderabad South	0'17	0'14	+ 0'03	1'38	1'13	+ 4
	54. Madras Central	0'10	0'33	- 0'23	2'18	0'87	+ 151
	55. East Coast Central	0'05	0'18	- 0'13	4'02	0'69	+ 483
	56. Do. South	0'16	0'71	- 0'55	5'09	1'62	+ 214
	57. Madras South	0'24	0'52	- 0'28	7'49	3'28	+ 128

W. L. DALLAS,

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Offg. Secretary to the Government of India.

SIMLA, 11th May, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report of the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 6th May.*—Light showers fell generally during the week, general and some sowings are being made. The standing crops are Ploughed; the harvest is yielding fairly in parts. Pasture is moderate; in g. is sufficient; and cattle are in normal condition. Prices are again slightly lower.

**Bombay.**—*For week ending 10th May.*—There was rain in eighteen districts during the week, but it was generally light. Reaping of late crops continues in Hyderabad and Khandesh and cotton-picking in Baroda territory. Preparations for next season are progressing generally. Sowings have commenced in parts of Kanara and Karachi. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in seven and fallen in three districts; elsewhere they are stationary.

**Bengal.**—*For week ending 8th May.*—With the exception of some scattered showers in Bengal Proper and Orissa, the weather throughout the week was rainless and very hot. General rain is now needed for ploughing and early sowings and also for the young crops in the ground. Spring rice is still being harvested, and the threshing of the spring crops in Bihar is almost over. The fodder-supply is everywhere sufficient, except as previously reported in places in Midnapore, Manbhum and the Sonthal Parganas. The price of common rice is practically stationary; any variations reported being very slight.

**North-Western Provinces and Oudh.**—*For week ending 10th May.*—There were slight showers in a few districts, otherwise the weather has been seasonable. Operations connected with the spring harvest are practically completed. Extra crops, sugarcane, and indigo are being irrigated. Prospects are favourable; supplies and fodder are sufficient. Prices have risen in a few districts, otherwise they are almost stationary.

**Punjab.**—*For week ending 10th May.*—Slight rain is reported from Hissar, Delhi, Ferozepore, Lahore, and Rawalpindi. Reaping and threshing of spring crops are still going on. Sowing of autumn crops continues in Mooltan, Lahore, Amritsar, Sialkot, and Peshawar. Extra spring sowings have been finished. The outturn of the canal crops is average in Hissar generally, Lahore and Sialkot, and normal in Jullundur. The condition of the extra spring crops is good in Umballa and Peshawar and average in Delhi, Lahore, and Ferozepore. Food-stocks are sufficient in Ferozepore and Peshawar. Crops have been slightly damaged by hail and white-ants in parts of Sialkot and Dera Ismail Khan. The condition of cattle is poor in Hissar, Delhi, Sialkot and Shahpur; fair in parts of Dera Ismail Khan; and good elsewhere. Fodder is scarce in parts of Hissar, Delhi, Shahpur, and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, have risen in Amritsar and Rawalpindi; fallen in Sialkot; and have remained unchanged elsewhere. Wheat is selling from 16½ to 21½, gram 19½ to 23, maize 27½ to 35, barley 30 to 32, great millet 21, bulrush-millet 18 to 23½, and rice 13 to 14 seers per rupee.

**Central Provinces.**—*For week ending 9th May.*—The weather has been generally cloudy and close; the temperature was unusually low in Saugor during the week. Slight showers of rain fell in fourteen districts. The threshing of spring crops is in progress in the Mandla and Balaghat districts, and has been completed elsewhere. The crop outturn in Jubbulpore is proving rather worse than was expected. Village relief is in progress in Saugor and Damoh; 2,100 persons in the latter district being in receipt of relief. The water-supply is scarce in parts of Saugor, Mandla, Chanda, Chhindwara, and Bhandara. Fodder is scarce in parts of eight districts and fodder and grain-stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 20, gram 32, rice 23, and *juar* 30 seers per rupee; the dearest prices are—wheat 12½, gram 18, rice 10, and *juar* 21 seers per rupee.



**Burma.**—*For week ending 6th May.*—In Upper Burma harvesting of island crops and dry weather paddy continues in most districts. Ploughing for early wet weather crops has commenced in parts of Kyaukse, the Ruby Mines district, Yamethin, and the Shan States. The standing crops are in good condition, except dry weather paddy in parts of Mandalay and the Ruby Mines district. The price of paddy has fallen in Pakòkku and Myingyan; slightly in Thongwa and Rangoon; largely in Bassein; elsewhere it is steady.

**Assam.**—*For week ending 9th May.*—There was rain in all districts, except in the Khasi and Jaintia Hills. More rain is wanted in Nowgong and in parts of Kamrup. Sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Prospects of tea are generally good, except in parts of Cachar, Sylhet, and Sibsagar, where red spider prevails. Land is being prepared for late rice. Reaping of low land transplanted rice continues in Sylhet. Prospects are good. Pressing of sugarcane has been finished and the outturn is generally good. Sowing of jute continues in Sylhet and Goalpara. Prices—common rice—Silchar and Dhubri 16, Gauhati 14½, Tezpur 15, Nowgong 14, Sylhet 21, Sibsagar 12, and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 10th May.*—**MYSORE:** Rainfall—one inch 22 cents in the Civil and Military station and general rain in the Province. Prospects are favourable. Prices have slightly risen in Bangalore, Tumkur, and Kadur. *Ragi (Eleusine coracana)* has been sown in parts of Hassan.

**COORG:** Rainfall—41 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 10th May.*—**BERAR:** The weather is warm and cloudy. Land is being prepared for the next monsoon crop. The fodder and water-supply are inadequate in parts of three districts. The price of *jowar* shows a tendency to fall in two districts; elsewhere it is stationary.

**HYDERABAD:** Rainfall during the week—8 cents. The standing winter rice crop has suffered in parts from unseasonable rain. Preparations for next season's sowing are in progress. Prices of grain continue steady. Prices—wheat 10, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

**Central India.**—*For week ending 10th May.*—Some rain fell in the Indore, Bhopal, and Bhopawar Agencies during the week. Agricultural operations have been completed in Gwalior, Bhopal, and Bundelkhand; and are in progress elsewhere. The land is being prepared for the autumn sowings in Bhopawar. Agricultural stock and pasturage are in fairly good condition. Prices continue above normal in Bundelkhand and are normal elsewhere. The condition of opium is fair in Malwa.

**Rajputana.**—*For week ending 10th May.*—Rain ranging from over one inch to 20 cents fell at Bikanir, Kherwara, Abu, Sirohi, Shahpura, the Dewa pargana of Jaisalmer, Meywar, Ajmere, Jeypore, and Kishengurh; there was also slight rain at Tonk. Harvesting and threshing continue in parts. Breaking of soil for the next crop is in progress in most parts of Merwara. Agricultural stock are in fair to good condition, but poor in Meywar and Haraoti. Fodder scarcity prevails in the States reported last week. Prices are rising in Meywar, Jhallawar, and Kishengarh; falling slightly in Jeypore; and are steady elsewhere. Thirty persons emigrated from Merwara during the week. The total emigration from Merwara up to date numbers—4,414. The numbers employed on relief works were—Ajmere 391, Merwara 4,175, and Marwar 965. Prices—Ajmere 20½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 9th May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 6th May.*—Rainfall 0·81 inch. The weather is warm and hazy. First sowings of indian-corn and upland rice are being made. The wheat crop is doing well. Rice 10 seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 30TH APRIL 1898, AND FROM 1ST JANUARY TO 29TH APRIL 1899.**

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 30TH APRIL 1898.				WEEK ENDING 29TH APRIL 1899.				Earnings from 1st January to 30th April 1898.	Earnings from 1st January to 29th April 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State Lines worked by companies.													
Standard gauge—													
East Indian	434	1,740	13,82,534	783	1,747	19,47,000	771	2,14,41,955	2,15,50,000	1,17,345			
Bengal Central	182	125	38,650	269	125	37,300	218	3,72,560	3,55,000				
Bengal-Nagpur	181	982	2,13,387	218	1,184	2,62,000	157	38,75,430	32,80,000	3,68,564			
Indian Midland (including Bhopal-Itarsi)	171	800	1,33,125	169	868	1,60,000	195	22,32,138	24,60,000	2,26,867			
Bombay & C. (East Coast State)	191	21	4,452	213	21	3,200	152	75,812	32,000				
Washermenpet-Empire sec. (Roa. Mad.)	118	9	1,277	142	9	2,000	222	18,243	23,000	4,754			
Metro gauge—													
Rajputana-Malwa (incldg. G. R. N. Gd.)	364	1,915	4,84,988	427	1,815	4,84,000	267	74,00,270	82,80,000	8,87,730			
Pilani-Dacca	44	17	700	41	17	800	47	16,081	12,800	2,729			
South Indian	161	1,042	1,73,695	167	1,023	1,60,000	162	27,00,564	26,38,000				
Mayavaram-Mutput	38	54	4,075	87	54	4,500	83	78,719	72,200				
Southern Mahratta (incldg. G. M. Fron. sec.)	103	1,165	1,37,488	118	1,155	1,31,000	112	19,76,410	18,95,000				
Mysore section (Southern Mahratta)	197	396	30,821	104	396	20,500	69	5,48,510	3,02,000				
Bengal and North-Western system	162	834	1,65,643	194	1,023	1,33,000	178	23,60,411	25,17,000	1,56,589			
Lucknow-Bareilly	106	281	20,610	115	281	24,800	105	3,84,080	4,14,000	29,914			
Assam-Bengal	90	286	25,330	88	415	50,400	73	4,46,705	5,71,000	1,24,295			
Burma	223	994	2,02,351	216	934	1,73,000	185	38,94,432	32,80,000				
TOTAL	266	10,253	30,12,710	294	10,900	39,87,570	267	4,68,51,053	4,76,38,000	10,41,947			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	2,886	7,81,380	271	2,959	7,55,000	255	1,85,00,659	1,12,00,000				
Oodh and Rohilkhand (incldg. m. g. link)	217	1,013	2,54,565	335	1,013	2,84,000	290	33,61,408	35,91,000	2,09,592			
Eastern Bengal (incldg. metro & 2' 6")	319	818	2,83,325	346	834	2,70,000	394	49,88,138	41,30,000				
East Coast (b)	116	586	70,414	131	795	92,100	116	10,93,729	73,60,000	2,69,271			
Special gauges—													
Jorhat	66	28	1,374	49	28	2,100	75	53,000	28,600				
Cherra-Companyganj	20	...	...	...	...	(c)	...	(d) 424	(e) 6,400	5,976			
TOTAL	261	5,391	13,94,698	204	5,684	14,03,200	249	2,28,56,449	2,03,97,200				
Lines worked by guaranteed co.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	8,92,189	508	1,491	7,85,000	529	1,32,85,597	1,44,50,000	12,64,403			
Bombay, Baroda and Central India	775	461	4,56,275	391	461	4,08,000	674	51,70,801	36,57,000				
Madras	258	840	2,37,068	283	840	1,92,000	229	36,61,304	30,90,000				
TOTAL	440	2,792	15,85,532	508	2,792	13,85,000	494	2,20,71,701	2,32,00,000	11,31,291			
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	267	16,825	50,94,948	327	16,411	37,21,000	293	5,15,81,571	5,12,36,200				
Standard gauge—													
Delhi-Umbla-Kalka	217	162	50,989	101	162	25,800	100	6,88,619	4,78,000				
Tacksonar	320	22	8,254	421	32	0,700	396	1,37,807	1,24,000				
Southern Punjab (Delhi-Bombay)	75	400	30,191	75	423	32,200	76	3,46,362	4,20,000	73,638			
Tapti Valley	...	...	...	...	...	1,000	52	...	28,900				
Metro gauge—													
Brahmaputra-Sultanpur	...	...	...	...	28	800	52	...	(f) 10,400	3,400			
Mymensingh-Jamshilpur-Jagannathan]	...	...	...	...	33	1,300	36	...	21,100	21,400			
Rohilkhand and Kumaon (Co.'s sec.)	187	66	10,100	123	66	9,500	144	1,43,247	1,54,000	10,753			
Nagowli-Baxaul	...	...	...	...	18	500	28	...	(g) 14,500	4,500			
Bangal Dohare	106	36	3,153	88	36	3,000	63	50,873	48,000				
Dibru-Badiya	206	78	16,153	207	78	17,000	229	2,71,270	3,09,000	37,730			
Ahmedabad-Paritaji	39	55	5,123	39	55	4,500	82	47,850	50,100	2,250			
Special gauges—													
Darjeeling-Himalayan	266	51	18,033	354	51	18,000	358	2,10,982	2,05,000				
Barni	156	21	4,001	191	21	3,800	137	60,811	67,100	6,289			
TOTAL	135	801	1,37,007	143	1,026	1,25,000	122	19,24,327	19,16,700				
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goon	81	74	2,233	32	74	4,100	55	35,066	78,900	43,834			
Bhopal-Ujjain	76	114	0,677	85	114	12,800	111	1,48,214	1,87,000	40,787			
Nagda-Ujjain	86	85	3,466	94	84	2,900	82	46,177	50,000				
The Nizam's guaranteed state	235	334	93,103	270	331	77,800	239	13,82,056	12,90,000				
The Gackwar's Poldad	70	13	1,206	93	13	1,400	108	10,700	10,800				
Rajputana-Iltatinda	140	108	11,701	108	108	0,700	90	2,96,626	1,81,000				
Kolar Gold-fields	408	10	3,450	345	10	2,200	220	67,043	52,600				
Metro gauge—													
Yerranipet-Mysore Fron. sec. (incldg. M. N. N. Gd.)	71	66	4,782	72	66	3,200	49	74,995	48,600				
The Gackwar's Mohana	81	93	8,770	126	93	6,500	67	1,13,002	1,15,000	1,998			
Kudhupur	55	20	1,935	67	20	2,300	76	25,322	38,800	13,478			
Special gauges—													
The Gackwar's Dabhoi	52	79	5,070	64	79	2,100	65	64,783	70,700	5,917			
Rajpura	12	10	140	7	24	900	37	3,325	12,600	9,275			
Coon Behar	63	22	1,104	50	34	1,600	47	26,291	22,800				
TOTAL	153	696	1,46,747	117	1,012	1,20,800	124	21,74,195	21,64,000				
Lines owned & worked by n. states.													
Metro gauge—													
Bhuvanagar-Gondal-Junagad-Portbandar	198	334	59,682	179	334	41,000	181	0,74,200	0,90,000	61,740			
Jetalpur-Kajkot	80	46	4,418	96	46	1,400	98	70,648	68,700	9,948			
Jamnagar	38	54	2,541	47	54	2,400	44	82,437	58,000	5,503			
Dhrol-Gandhinagar	...	...	...	...	21	1,800	86	24,940	24,000				
Jodhpore-Bikaner	66	364	26,528	78	407	25,600	87	4,10,840	0,41,000	2,80,100			
Ood-gpore-Chitor	42	60	2,033	44	61	2,100	51	37,360	52,000	15,640			
Special gauges—													
Morvi	82	94	0,708	103	94	0,600	103	1,00,140	1,30,000	32,851			
TOTAL	86	952	1,05,400	111	1,617	1,01,700	116	12,00,541	10,60,000	3,70,500			
GRAND TOTAL	273	21,165	63,78,880	201	22,461	60,77,500	271	9,69,70,967	9,69,61,000	9,099			

(a) Includes Jaunpur and Kachmir and Hyderabad-Bhadrakali rya.

(b) Includes Benares-Madras rya.

(c) Closed for traffic owing to floods.

(d) From 8th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st to 29th April 1899.

(g) From 1st March to 29th April 1899.

W. J. McELHINNY, Captain, R.E.,

(Off. Under Secy. to the Govt. of India)

Simla, the 11th May, 1899.



N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, so far as possible.

(a) Includes Jammu and Kashmir and Hyderabad-Madhapalli rty.  
(b) Includes Braavels-Madhapalli rty.

(c) Closed for traffic owing to floods.

W. J. McELHINNY, Captain, R.E.  
Off. Under Secy. to the Govt. of India.



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SUPPLEMENT TO

# The Gazette of India.

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and Information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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**GOVERNMENT OF INDIA.**  
**DEPARTMENT OF REVENUE AND AGRICULTURE.**

**IMPORTS OF COTTON, WHEAT, LINSEED, AND INDIGO.**

*Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river 1st January to 31st March 1899, compared with the*

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.

<b>Imports in March.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	10,122	4,329	7,118	...	...	...	...	...	...	10,122	4,329	7,118
N. W. P. & Oudh . . .	45,881	23,382	20,277	45,161	42,394	36,845	...	...	...	91,043	65,776	58,199
Punjab . . . . .	10,541	7,508	10,079	18,940	13,403	14,545	...	...	...	83,075	100,806	64,406
Cent. Provs. . . . .	1,574	1,424	1,054	33,037	63,746	73,037	...	...	...	34,614	67,179	74,101
Bombay . . . . .	...	...	...	292,116	309,157	454,739	...	...	...	292,116	309,157	454,739
Sind . . . . .	...	...	...	...	...	...	25,000	24,897	22,715	25,000	24,897	22,715
Madras . . . . .	...	...	...	171	...	700	...	...	...	171	...	700
Berar . . . . .	5,606	21,289	16,018	153,671	244,573	285,136	...	...	...	159,277	265,862	301,199
Assam . . . . .	4,674	2,130	612	...	...	...	...	...	...	4,674	2,130	612
Raj. & C. I. . . . .	5,044	3,695	6,194	127,855	88,630	119,556	...	...	...	132,899	88,325	121,720
Nizam's Terr. . . . .	...	...	...	...	20	1,316	...	...	...	...	20	1,316
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b> . . . . .	<b>83,442</b>	<b>65,757</b>	<b>70,352</b>	<b>664,951</b>	<b>756,923</b>	<b>985,878</b>	<b>85,107</b>	<b>105,820</b>	<b>67,572</b>	<b>833,590</b>	<b>928,300</b>	<b>1,112,810</b>
<i>By Sea—</i>												
Bengal . . . . .	3,666	4,072	1,551	...	...	...	...	...	...	3,666	4,072	1,551
Bombay . . . . .	3,390	6,021	576	8,068	581	6,897	...	...	...	11,458	7,502	7,401
Sind . . . . .	...	...	...	19,076	12,023	7,359	...	...	...	19,076	12,023	7,359
Madras . . . . .	...	715	3,607	...	...	175	...	...	...	...	715	1,601
Burma . . . . .	830	2,066	4,139	...	...	...	...	...	...	830	2,066	4,139
Non-B. Ports in India . .	...	...	...	153,748	51,691	270,329	...	...	...	153,748	51,691	270,329
Foreign countries . . . .	269	267	284	2,880	3,543	85	...	...	...	3,140	3,810	1,424
<b>TOTAL</b> . . . . .	<b>7,155</b>	<b>14,041</b>	<b>8,097</b>	<b>183,772</b>	<b>67,838</b>	<b>234,043</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>190,987</b>	<b>81,879</b>	<b>146,494</b>
<b>TOTAL OF IMPORTS</b> . . .	<b>90,597</b>	<b>79,798</b>	<b>78,449</b>	<b>848,723</b>	<b>824,761</b>	<b>1,220,921</b>	<b>85,107</b>	<b>105,820</b>	<b>67,572</b>	<b>1,024,577</b>	<b>1,010,179</b>	<b>1,259,304</b>

<b>Imports from January to March.</b>												
<b>COTTON</b>												
<i>By Rail and River—</i>												
Bengal . . . . .	26,248	10,774	11,725	...	...	...	...	...	...	26,248	10,774	11,725
N. W. P. & Oudh . . .	139,037	88,701	143,840	220,973	149,240	180,710	...	...	...	260,010	232,941	324,830
Punjab . . . . .	18,507	20,134	27,137	27,194	49,451	37,058	181,812	211,995	134,020	227,513	281,580	194,701
Cent. Provs. . . . .	9,996	5,342	5,481	147,863	189,030	271,514	...	...	...	157,821	194,372	221,707
Bombay . . . . .	...	...	...	809,538	814,523	1,200,186	...	...	...	809,538	814,523	1,200,186
Sind . . . . .	...	...	...	...	...	...	62,885	60,394	92,860	62,885	60,394	92,860
Madras . . . . .	...	...	...	171	...	2,805	...	...	...	171	...	2,805
Berar . . . . .	21,510	44,898	47,632	269,547	718,694	1,059,011	...	...	...	292,047	763,592	1,070,406
Assam . . . . .	7,466	4,253	612	...	...	...	...	...	...	7,466	4,253	612
Raj. & C. I. . . . .	13,371	11,008	17,973	298,415	168,915	204,429	...	...	...	306,786	179,683	320,101
Nizam's Terr. . . . .	...	...	...	...	20	2,450	...	...	...	...	20	2,450
Mysore . . . . .	...	...	...	90	...	...	...	...	...	90	...	...
<b>TOTAL</b> . . . . .	<b>337,115</b>	<b>183,172</b>	<b>254,401</b>	<b>1,068,783</b>	<b>2,089,873</b>	<b>3,059,364</b>	<b>244,697</b>	<b>272,319</b>	<b>226,880</b>	<b>2,450,593</b>	<b>2,547,564</b>	<b>3,154,801</b>
<i>By Sea—</i>												
Bengal . . . . .	4,726	7,593	4,683	...	...	...	...	...	...	4,726	7,593	4,683
Bombay . . . . .	22,767	14,520	11,830	8,824	1,778	11,036	...	...	...	37,581	16,298	20,101
Sind . . . . .	...	...	...	24,622	33,478	5,722	...	...	...	24,622	33,478	5,722
Madras . . . . .	...	2,186	5,257	...	...	1,514	...	...	...	...	2,186	5,257
Burma . . . . .	1,370	4,500	12,326	...	...	17	...	...	...	1,370	4,500	12,326
Non-B. Ports in India . .	...	...	...	233,931	81,029	465,460	...	...	...	233,931	81,029	465,460
Foreign countries . . . .	392	722	285	13,620	15,290	6,281	...	...	...	14,012	15,812	6,281
<b>TOTAL</b> . . . . .	<b>29,255</b>	<b>29,671</b>	<b>41,321</b>	<b>281,058</b>	<b>121,658</b>	<b>513,050</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>310,313</b>	<b>161,228</b>	<b>554,801</b>
<b>TOTAL OF IMPORTS</b> . . .	<b>266,370</b>	<b>212,843</b>	<b>295,722</b>	<b>1,349,841</b>	<b>1,211,531</b>	<b>1,572,414</b>	<b>244,697</b>	<b>272,319</b>	<b>226,880</b>	<b>2,760,906</b>	<b>2,708,792</b>	<b>3,709,602</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of March 1899, and from corresponding periods of the years 1897 and 1898.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in March.</b>												
<b>WHEAT</b>												
By Rail and River—												
Bengal	81,742	6,187	20,516	...	...	...	...	...	...	21,742	5,187	20,516
N. W. P. & Oudh	21,934	197,160	126,041	7	44,677	53,166	...	11,623	10,183	21,941	253,477	170,201
Punjab	...	514	267	...	5,734	21,073	7,237	438,037	134,472	7,237	444,320	151,719
Cent. Prov.	7,552	...	...	2,387	47,573	68,479	...	...	...	9,939	47,573	68,479
Bombay	...	...	...	14,392	216,075	371,382	...	...	...	14,392	216,075	371,382
Sind	...	...	...	...	...	...	14,631	65,581	74,538	14,631	65,581	74,538
Madras	...	...	...	...	9	...	...	...	...	...	...	...
Bihar	...	...	...	...	706	76	...	...	...	...	796	76
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Kaj. & C. I.	...	...	...	5,770	5,007	6,220	...	...	...	5,770	5,007	6,220
Nizam's Terr.	...	...	...	27	375	9,245	...	...	...	27	375	9,245
Mysoore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>51,228</b>	<b>203,870</b>	<b>147,785</b>	<b>22,583</b>	<b>325,040</b>	<b>306,230</b>	<b>21,568</b>	<b>516,293</b>	<b>219,200</b>	<b>95,670</b>	<b>1,045,203</b>	<b>871,238</b>
By Sea—												
Bengal	...	...	37	...	...	...	...	...	...	...	...	37
Bombay	...	...	...	1,217	3,734	2,614	...	...	...	1,217	3,734	2,614
Sind	...	...	...	24,011	57,666	78,971	...	...	...	24,011	57,666	78,971
Madras	...	...	...	...	...	120	...	...	...	...	...	120
Butma	...	...	...	...	...	...	...	...	...	...	...	...
Non-B. Ports in India	...	5	...	1,636	49,938	103,030	...	385	...	1,636	50,323	103,030
Foreign countries	...	...	...	2,292	...	...	...	...	...	2,292	...	...
<b>TOTAL</b>	<b>...</b>	<b>5</b>	<b>37</b>	<b>29,138</b>	<b>112,359</b>	<b>184,725</b>	<b>...</b>	<b>385</b>	<b>...</b>	<b>29,138</b>	<b>112,749</b>	<b>184,762</b>
<b>TOTAL OF IMPORTS</b>	<b>51,228</b>	<b>203,875</b>	<b>147,762</b>	<b>51,741</b>	<b>437,399</b>	<b>690,955</b>	<b>21,568</b>	<b>516,678</b>	<b>219,200</b>	<b>124,807</b>	<b>1,156,952</b>	<b>1,056,000</b>

## Imports from January to March.

<b>WHEAT</b>												
By Rail and River—												
Bengal	41,040	15,201	109,756	...	...	6	...	...	...	43,040	15,201	109,756
N. W. P. & Oudh	31,132	494,472	300,140	7	60,026	95,672	...	11,623	69,289	31,132	506,113	331,101
Punjab	1,144	6,429	1,030	...	14,359	82,821	30,818	877,772	875,311	32,012	849,500	954,768
Cent. Prov.	20,854	67	...	13,764	53,171	91,374	...	...	...	40,018	53,231	91,374
Bombay	...	...	...	49,191	279,585	564,013	...	...	...	49,191	279,585	564,013
Sind	...	...	...	...	...	...	51,523	235,632	265,192	51,523	235,632	265,192
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bihar	...	...	...	...	27	...	...	...	...	...	27	...
Assam	...	...	...	130	796	76	...	...	...	130	796	76
Kaj. & C. I.	...	...	...	18,138	13,702	32,096	...	...	...	18,138	13,702	32,096
Nizam's Terr.	...	...	...	27	375	10,032	...	...	...	27	375	10,032
Mysoore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>122,997</b>	<b>516,159</b>	<b>677,532</b>	<b>81,277</b>	<b>422,041</b>	<b>876,030</b>	<b>82,341</b>	<b>1,075,029</b>	<b>1,209,794</b>	<b>286,615</b>	<b>2,013,329</b>	<b>1,603,376</b>
By Sea—												
Bengal	...	...	37	...	...	...	...	...	...	...	...	37
Bombay	...	...	...	1,217	3,734	2,614	...	...	...	1,217	3,734	2,614
Sind	...	...	...	24,011	57,666	78,971	...	...	...	24,011	57,666	78,971
Madras	...	...	...	...	...	120	...	...	...	...	...	120
Butma	...	...	...	...	...	...	...	...	...	...	...	...
Non-B. Ports in India	...	5	...	1,636	49,938	103,753	...	385	...	1,636	50,323	103,753
Foreign countries	...	...	...	2,292	...	...	...	...	...	2,292	...	...
<b>TOTAL</b>	<b>82,158</b>	<b>5</b>	<b>37</b>	<b>104,941</b>	<b>258,461</b>	<b>235,539</b>	<b>1,067</b>	<b>387</b>	<b>...</b>	<b>168,160</b>	<b>258,853</b>	<b>255,506</b>
<b>TOTAL OF IMPORTS</b>	<b>205,149</b>	<b>516,164</b>	<b>677,569</b>	<b>186,218</b>	<b>680,502</b>	<b>1,111,569</b>	<b>83,408</b>	<b>1,075,416</b>	<b>1,209,794</b>	<b>474,775</b>	<b>2,272,082</b>	<b>1,858,882</b>



Statement of the Quantity (in hundredweight) of Cotton, Wheat, Linseed, and Indigo imported by rail and river  
1st January to 31st March 1899, compared with the

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
Imports in March.												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	62,668	158,679	191,755	...	...	...	...	...	...	62,668	158,679	191,755
N.-W. P. & Oudh	7,068	34,436	37,308	...	711	2,666	...	...	...	7,068	35,147	40,974
Punjab	...	...	...	...	...	...	...	...	0	...	...	...
Cent. Provs.	960	21,663	27,906	8,359	60,898	111,539	...	...	...	9,315	81,961	139,445
Bombay	...	...	...	5,208	131,625	146,212	...	...	...	5,208	131,625	146,212
Sind	...	...	...	...	...	...	18	...	...	18	...	...
Madras	...	...	...	...	8,620	12,186	...	...	...	...	8,620	12,186
Berar	...	...	...	1,558	80,792	86,200	...	...	...	1,558	80,792	86,200
Assam	25	267	...	...	...	...	...	...	...	25	267	...
Raj. & C. I.	7	12,195	6,483	2,287	7,125	23,283	...	...	...	2,294	19,320	25,768
Nizam's Terr.	...	...	...	4,630	38,450	45,783	...	...	...	4,630	38,450	45,783
Mysore	...	...	...	...	...	171	...	...	...	...	...	171
<b>TOTAL</b>	<b>70,714</b>	<b>227,860</b>	<b>283,542</b>	<b>22,082</b>	<b>327,421</b>	<b>382,009</b>	<b>18</b>	<b>...</b>	<b>9</b>	<b>92,814</b>	<b>554,681</b>	<b>651,360</b>
<i>By Sea—</i>												
Bengal	...	...	...	...	...	3	...	...	...	...	...	...
Bombay	...	...	...	808	65	99	...	...	...	808	65	99
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	70	14,479	...	...	...	...	70	14,479
Foreign countries	...	...	...	4,053	9	4	...	...	...	4,053	9	4
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>4,861</b>	<b>144</b>	<b>14,583</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>4,861</b>	<b>144</b>	<b>14,583</b>
<b>TOTAL OF IMPORTS</b>	<b>70,714</b>	<b>227,860</b>	<b>283,542</b>	<b>26,943</b>	<b>327,565</b>	<b>396,592</b>	<b>18</b>	<b>...</b>	<b>9</b>	<b>97,675</b>	<b>554,825</b>	<b>665,943</b>
Imports from January to March.												
<b>LINSEED</b>												
<i>By Rail and River—</i>												
Bengal	149,332	365,180	429,335	...	...	...	...	...	...	149,332	365,180	429,335
N.-W. P. & Oudh	24,453	86,240	105,972	25	8,177	6,510	...	...	...	24,478	86,247	105,974
Punjab	...	...	...	...	...	...	...	...	451	...	...	...
Cent. Provs.	1,379	23,573	34,936	19,911	91,841	170,386	...	...	...	14,290	113,414	205,515
Bombay	...	...	...	19,230	219,341	301,378	...	...	...	19,230	219,341	301,378
Sind	...	...	...	...	...	...	18	...	...	18	...	...
Madras	...	...	...	...	13,118	18,540	...	...	...	...	13,118	18,540
Berar	...	...	...	...	133,404	72,185	...	...	...	...	133,404	72,185
Assam	463	267	415	...	...	...	...	...	...	463	267	415
Raj. & C. I.	7	12,195	7,479	3,186	21,683	36,622	...	...	...	3,187	23,878	39,700
Nizam's Terr.	...	...	...	13,953	73,867	125,182	...	...	...	13,953	73,867	125,182
Mysore	...	...	...	...	...	135	...	...	...	...	...	135
<b>TOTAL</b>	<b>175,634</b>	<b>427,457</b>	<b>532,157</b>	<b>34,779</b>	<b>545,428</b>	<b>731,078</b>	<b>18</b>	<b>...</b>	<b>451</b>	<b>229,031</b>	<b>1,032,885</b>	<b>1,263,060</b>
<i>By Sea—</i>												
Bengal	...	...	48	...	...	3	...	...	...	...	...	...
Bombay	...	...	...	808	83	1,050	...	12	...	808	95	1,050
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	126	39,240	...	...	...	...	126	39,240
Foreign countries	...	...	...	4,186	844	384	...	...	4	4,186	844	384
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>48</b>	<b>4,996</b>	<b>1,053</b>	<b>20,637</b>	<b>...</b>	<b>12</b>	<b>4</b>	<b>4,996</b>	<b>1,053</b>	<b>20,637</b>
<b>TOTAL OF IMPORTS</b>	<b>175,634</b>	<b>427,457</b>	<b>532,205</b>	<b>39,775</b>	<b>546,481</b>	<b>751,715</b>	<b>18</b>	<b>12</b>	<b>455</b>	<b>234,027</b>	<b>1,033,938</b>	<b>1,283,697</b>



and by sea into Calcutta, the City of Bombay, and Karachi, during the month of March 1899, and from corresponding periods of the years 1897 and 1898—contd.

Articles and whence exported.	Calcutta.			City of Bombay.			Karachi.			TOTAL.		
	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.	1897.	1898.	1899.
<b>Imports in March.</b>												
<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal	32	300	947	...	...	...	...	...	...	32	300	947
N.W. P. & Oudh	87	40	71	...	...	...	...	...	...	87	40	71
Punjab	...	...	...	5	...	...	70	779	950	75	779	950
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	43	93	194	...	...	...	43	93	194
Sind	...	...	...	...	...	...	305	301	663	205	301	663
Madras	...	...	...	13	...	29	...	...	...	13	...	29
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	7	...	44	...	...	...	7	...	44
Mizor's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	119	340	1,018	70	93	265	275	1,080	1,613	464	1,513	2,896
<i>By Sea—</i>												
Bengal	...	...	...	...	70	19	...	...	...	...	80	19
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	59	148	373	...	...	...	59	148	373
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Noo-Bs. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	...	59	158	394	...	...	...	59	158	394
<b>TOTAL OF IMPORTS</b>	119	340	1,018	129	251	659	275	1,080	1,613	523	1,671	3,290

## Imports from January to March.

<b>INDIGO</b>												
<i>By Rail and River—</i>												
Bengal	13,841	8,333	16,682	...	...	...	...	...	...	13,841	8,333	16,682
N.W. P. & Oudh	2,841	4,315	2,422	...	...	...	...	...	...	2,841	4,315	2,422
Punjab	306	...	...	5	...	...	138	1,430	2,112	451	1,430	2,112
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	147	671	426	...	...	...	147	671	426
Sind	...	...	...	...	...	...	765	1,089	1,166	705	1,019	1,166
Madras	...	...	...	15	152	224	...	...	...	15	152	224
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	...	...	32	100	56	...	...	...	32	100	56
Mizor's Terr.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	18,903	12,658	19,103	199	981	730	903	2,440	3,278	20,015	16,092	21,173
<i>By Sea—</i>												
Bengal	...	30	...	...	70	82	...	...	...	...	80	82
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	69	784	844	...	...	...	69	784	844
Madras	...	5	...	...	35	...	...	...	...	...	40	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Noo-Bs. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	...	35	...	69	849	926	166	...	3	815	874	990
<b>TOTAL OF IMPORTS</b>	18,903	12,693	19,103	268	1,824	1,656	1,069	2,440	3,281	20,330	16,966	22,163

J. E. O'CONOR,  
Director-General of Statistics.

M. FINUCANE,  
Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
(In thousands of Rupees)

	IN THE MONTH OF APRIL									
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-1900.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores . . . . .	27	35	23	21	22	27	31	35	19	17
Liquors:										
Spirit . . . . .	4.49	4.68	5.20	4.56	4.35	5.53	5.11	4.88	5.79	5.84
Other liquors . . . . .	61	80	53	62	49	64	53	56	47	51
Apparel, including haberdashery and millinery . . . . .	—	—	—	—	56	54	60	41	42	48
Chemical products and preparations . . . . .	—	—	—	—	25	23	23	26	21	20
Cotton manufactures:										
Twist and yarn . . . . .	—	—	—	—	—	1.26	—	—	—	—
Piece goods, grey . . . . .	—	—	—	—	—	4.67	4.37	3.59	3.93	4.69
" white . . . . .	—	—	—	—	—	1.83	1.59	1.61	1.70	2.05
" coloured . . . . .	—	—	—	—	—	1.51	1.72	1.06	1.52	2.13
Other goods . . . . .	—	—	—	—	—	20	8	9	9	13
Drugs, medicines, and narcotics . . . . .	—	—	—	—	31	28	31	33	27	31
Dyeing and tanning materials . . . . .	—	—	—	—	24	33	40	32	35	41
Glass and glassware . . . . .	—	—	—	—	29	31	40	24	30	38
Hardware and cutlery . . . . .	—	—	—	—	63	65	61	62	63	64
Metals:										
Copper . . . . .	—	—	—	—	37	56	78	40	27	24
Iron and steel . . . . .	—	—	—	—	30	39	36	37	35	30
Silver . . . . .	—	—	—	—	2.65	2.16	2.30	4.35	4.48	3.14
Tin . . . . .	—	—	—	—	10	10	13	11	10	5
Other metals . . . . .	—	—	—	—	55	31	27	15	24	15
Oils: Petroleum . . . . .	1.85	1.88	1.39	1.68	1.85	3.58	3.17	4.60	3.20	3.82
Paints and colours . . . . .	—	—	—	—	17	13	16	15	16	20
Paper . . . . .	—	—	—	—	19	20	21	13	18	22
Provisions . . . . .	—	—	—	—	36	68	71	64	53	62
Silk, raw and manufactured . . . . .	—	—	—	—	88	90	1.12	57	49	63
Spices . . . . .	—	—	—	—	28	27	30	34	35	46
Stationery . . . . .	—	—	—	—	14	12	13	10	10	13
Sugar . . . . .	—	—	—	—	1.42	1.95	1.16	1.65	1.64	2.5
Tea . . . . .	—	—	—	—	17	14	20	8	4	4
Umbrellas . . . . .	—	—	—	—	31	17	17	17	15	16
Wood and timber . . . . .	—	—	—	—	8	14	10	10	5	7
Woollen goods . . . . .	—	—	—	—	32	27	31	34	32	42
Imports by post . . . . .	—	—	—	—	13	10	12	11	14	14
All other articles . . . . .	—	—	—	—	1.71	2.07	1.87	1.73	1.82	1.80
<b>Total</b> . . . . .	7.22	7.71	7.35	7.07	19.34	32.49	29.80	30.41	30.12	31.60
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour . . . . .	9.38	9.93	7.00	8.50	8.99	10.46	8.98	5.42	11.23	10.75
<b>TOTAL GROSS REVENUE</b> . . . . .	16.60	17.64	14.35	15.57	28.33	42.95	38.78	35.83	41.35	42.35
<b>TOTAL NET REVENUE</b> . . . . .	16.23	17.09	14.01	14.99	27.84	42.06	37.92	35.03	40.62	41.13
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal . . . . .	1.77	2.14	2.13	1.64	4.99	9.79	9.82	10.99	11.03	11.61
{ Import . . . . .	1.19	1.34	1.33	1.12	1.31	2.08	1.59	92	1.98	1.64
{ Export . . . . .	2.74	2.54	2.55	2.57	9.41	13.28	12.61	12.12	12.31	11.65
Bombay . . . . .	28	21	24	29	27	33	50	33	54	22
{ Import . . . . .	68	70	51	87	1.49	2.22	2.11	1.96	1.98	2.23
{ Export . . . . .	15	13	11	7	9	11	7	12	26	13
Madras . . . . .	1.15	1.30	88	79	1.99	3.58	2.01	2.36	2.93	2.95
{ Import . . . . .	37	34	33	48	63	52	64	97	40	62
{ Export . . . . .	68	83	1.22	89	1.12	2.90	2.35	2.34	2.43	2.80
Burma . . . . .	7.17	7.56	4.81	6.17	6.54	7.25	6.02	2.71	7.76	7.33



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 13th, 1899.

A very marked change of weather has occurred over India during the week under review. During the first three days of the week strongly marked hot weather conditions prevailed over Northern India with dry westerly winds, a high temperature and no rain beyond one or two local thundershowers. On Wednesday, 10th May, the weather changed. Pressure became lowest in the north-west, and a tongue of relatively low pressure extended south-eastward down the Gangetic Plain. At the same time pressure rose steadily over North-East India and Burma. Hence during the remainder of the week the general conditions were such as ordinarily prevail in June instead of in May; south-easterly and easterly winds were blowing across Bengal and up the North Gangetic Plain, while westerly winds prevailed over Central and Southern India. The easterly wind occasioned a certain amount of rainfall over Burma, Bengal and the North-West Himalayas, while the westerly wind was dry. With the occurrence of rain the temperature fell, and the heat at the close of the week was much less than usual over Bengal and slightly less than usual in Burma.

**Daily Summary.—Sunday, May 7th.**—The barometer was falling everywhere—most in the north. Pressure was lowest in North Bihar, and moderate gradients prevailed over Northern India, while over the Peninsula pressure was high and uniform. The wind was northerly on the west and southerly on the east coast of the Peninsula and generally westerly elsewhere. The weather was slightly cloudy in places, and dust and thunder storms had occasioned some local rainfall. At Sibsagar over 3 inches had been received, but in general the amounts were moderate or small. The weather was slightly cooler than usual over Sind, Rajputana, part of the Central Provinces and the east of the Peninsula, but was hotter than usual elsewhere, the excess being very large in Bengal.

**Monday, May 8th.**—Pressure had increased over Burma and North-East India and decreased elsewhere. The general conditions of pressure were the same as on the preceding day, but the differences were smaller. The winds were practically unchanged. Sibsagar again reported a moderate shower of rain, but the few local falls which were received in other parts of the country were quite unimportant. The temperature conditions were the same as on the 7th. The heat was very excessive in Bengal.

**Tuesday, May 9th.**—The barometer had fallen a little at some north-western stations, but had risen elsewhere, the change having been brisk to large in places. The area of lowest pressure was reported from North-West India, and an arm or trough of relatively low pressure was developing over the Gangetic Plain. Variable winds and calms were reported from North-West India and the Gangetic Plain and south-easterly to easterly winds in Burma and East Bengal, but elsewhere there had been but little change. There was more cloud than of late, and showers, generally, however, of small amount were reported from parts of North-Western, North-Eastern and Central India. The mean temperature had risen over North-West India, and practically the only place



where the heat was less than usual was the east of the Peninsula. In the extreme north-west and extreme north-east of India the excess was large to very large.

*Wednesday, May 10th.*—Pressure had been steady or had risen slightly over Burma, North-East India and the west and centre of the Peninsula, but elsewhere it had fallen—more especially at the foot of the North-West Himalayas. Pressure was lowest near Sialkot, and the south-easterly and easterly winds noticed in Bengal on the 9th had suddenly extended north-westward along the line of the hills as far as the East Punjab. Elsewhere the wind changes were unimportant. The weather was cloudy to overcast over Burma, North-East India and the west of the Peninsula, and fairly general rain had been received over Burma, Assam and Bengal and scattered showers over the Kashmir Himalayas and parts of the west and centre of the Peninsula and of the Central Provinces. The weather relatively to the normal was cool in parts of Burma, Madras, the Central Provinces and Gujarat, but was more or less hotter than usual elsewhere. The excess was large to very large over the Punjab and the North Gangetic Plain.

*Thursday, May 11th.*—The barometer had fallen. There had been no important change in the general conditions of pressure. Readings were lowest over the Punjab whence an arm of low pressure passed south-eastward down the Gangetic Plain as far as Allahabad and Sutna. To the north and east of this arm the wind was south-easterly and easterly, and elsewhere blew from between south-west and north-west. The sky had become more cloudy over Northern India, and rain had been received over Burma, East and West Bengal, Orissa, the North-West Himalayas and parts of the Peninsula. Temperature was lower than usual over Burma, Deltaic and South-West Bengal and the Bombay Deccan, but was more or less excessive elsewhere. In the Punjab the excess was very large.

*Friday, May 12th.*—The barometric changes had been slight. Pressure was lowest over the West Punjab, with the usual arm of low pressure over the Gangetic Plain and was highest in Burma. The winds were practically unaltered and were strongly easterly over Northern India. There was a good deal of cloud. There had been fairly general rain over Burma and light scattered rain over Sikkim, Bihar, the North-West Himalayas, the west and the south of the Peninsula and one or two central districts.

*Saturday, May 13th.*—Pressure had risen almost everywhere. The change had been brisk to rapid in the north, so that the arm of low pressure had been transferred southward, but in other respects there had not been much change. South-easterly to easterly winds continued over the greater part of Northern India and northerly through westerly to southerly winds over the Peninsula, but in parts of Deltaic Bengal and of Orissa there were, owing to a small depression at the head of the Bay, some northerly winds. There was a good deal of cloud over Burma, North-East India and the North-West Himalayas, where also rain had been fairly general and moderately heavy in places. Temperature had decreased except over some central and southern districts. The heat was much more than usual over parts of North-Western and Central India and much less than usual over parts of Bengal and of Burma.

**Temperature.**—The past week has been one of large changes of temperature and of large variations from the normal conditions. At the commencement of the week, when hot, dry, westerly winds were blowing down the Gangetic Plain, the heat was excessive over Bihar and Bengal, while in parts of North-West India the weather was cooler than usual. Later in the week, when rain was falling over North-East India, the mean temperature fell to largely below the average over parts of Bengal, while, on the contrary, over North-West India the heat was very excessive.



The following table gives the mean temperature variation data for the week :

PROVINCE.	May 1899.							Mean variation of week.
	7th	8th	9th	10th	11th	12th	13th	
Burma . . . . .	+0.9	+2.8	+3.6	-0.2	-0.6	-2.2	-1.9	+0.3
Assam . . . . .	+4.6	+4.4	+3.3	+3.7	+3.1	+5.3	+1.8	+3.7
Bengal . . . . .	+8.5	+9.1	+8.4	+3.0	+0.4	+2.7	-0.8	+4.5
Orissa . . . . .	+5.1	+4.3	+4.9	+2.8	-3.1	-0.3	-5.8	+1.1
Bihar . . . . .	+8.8	+9.0	+8.4	+6.2	+3.8	+3.9	-6.3	+4.8
Chota Nagpur . . . . .	+6.7	+7.2	+7.2	+5.6	+0.5	+0.4	-8.3	+2.8
N.-W. P. and Oudh . . . . .	+4.1	+5.1	+4.1	+6.0	+9.2	+4.9	+0.8	+4.9
Punjab . . . . .	+2.8	+3.6	+5.5	+9.3	+11.5	+9.8	+7.6	+7.2
Sind . . . . .	-3.0	-0.1	+2.8	+4.0	+5.1	+6.0	+4.6	+2.8
Rajputana . . . . .	-0.9	-1.2	+1.7	+4.5	+6.5	+7.1	+6.1	+3.4
Gujarat . . . . .	-2.0	-0.7	+1.0	+1.2	+0.1	+1.5	+0.1	+0.2
Central India . . . . .	+0.3	+1.1	+2.0	+3.1	+4.7	+5.3	+3.4	+2.8
Central Provinces . . . . .	+0.7	+1.4	+1.9	-0.1	+2.6	+3.0	+4.3	+2.0
Berar . . . . .	+0.7	+0.4	+1.6	+0.7	+2.3	+3.0	+3.8	+1.8
West Coast . . . . .	+0.1	+0.4	+1.9	+1.5	+1.4	+0.7	+1.0	+1.0
Bombay Deccan . . . . .	+0.2	+1.3	+3.7	+2.4	-0.4	-0.3	+1.0	+1.1
Mysore . . . . .	-0.9	-1.4	+0.1	+1.0	+1.9	+0.4	-0.8	0
Madras Coast . . . . .	-0.7	-1.7	-1.2	+0.9	+2.5	+0.8	-1.2	-0.1
Madras Deccan . . . . .	-0.6	-0.5	+0.7	+1.7	+0.6	+2.3	+3.3	+1.1
South India . . . . .	-2.0	-1.0	-0.9	-0.7	+0.9	+1.3	+1.4	-0.1
Mean for whole of India . . . . .	+1.7	+2.2	+3.0	+2.8	+2.7	+2.8	+0.7	+2.3

The mean temperature of the whole country for each day of the week and for the whole week exceeded the normal. The excess was least (only 0.7°) on the 13th and was greatest (as much as 3°) on the 9th. The provincial variations show that in the case of Burma, Gujarat, Mysore, the Madras Coast and South India the heat for the week was about normal, but that in the case of all the remaining provinces the heat was excessive—more particularly so in the Punjab.

The following were the highest maxima reported on each day :

May 7th . . . . .	110.3°	at	Burdwan.
" 8th . . . . .	112.0°	"	Do.
" 9th . . . . .	113.2°	"	Jacobabad.
" 10th . . . . .	117.1°	"	Do.
" 11th . . . . .	119.5°	"	Do.
" 12th . . . . .	119.5°	"	Do.
" 13th . . . . .	120.0°	"	Do.

**Rain.**—As mentioned above, ordinary hot weather conditions prevailed over the greater part of India during the early part of the week under review, and during the continuance of those conditions the only rainfall received was that which fell during the few scattered dust and thunder storms which were experienced in different parts of the country. Subsequently the weather changed. Pressure became low in North-West India and within a band which stretched east-south-east and west-north-west across Northern India. To the northward and eastward of this band south-easterly and easterly winds set in, and the weather became much damper and more rainy, while to the southward where westerly winds still held the thundershowers became more frequent and heavier. The rainfall returns show that the greater part of the rain fell on the following dates : in Burma between the 11th and 13th; in Assam between the 7th and



10th; in Bengal on the 10th and 11th and again on the 13th; on the North-West Himalayas between the 11th and 13th; in the west of the Peninsula between the 10th and 13th; in the central districts of India between the 7th and 10th; and in North Madras on the 13th.

The rainfall table at the close of the summary shows that, with the exception of twenty-four divisions, *vis.*, North and South Oudh, the east, central, west and west submontane divisions of the North-West Provinces; the south-east, south, submontane, north and west divisions of the Punjab; the three divisions of the Central Provinces; Gujarat; Kathiawar; Sind; the divisions of Central India and of Rajputana; the central and south divisions of Madras and the central and south divisions of the east coast, in all of which the week's rainfall has been actually or practically *nil*, good rain has fallen throughout the country. The average actual falls range from 2'96 inches in Arakan, 2'61 inches in the Bengal Hills, 2'32 inches in the Surma division of Assam, 2'22 inches in Orissa and 2'04 inches in the Brahmaputra division of Assam, to 0'16 inch in the Konkan, 0'18 inch in the south division of Hyderabad and to 0'19 inch in Berar. The third column of the table shows that in the majority of the divisions the week's rainfall has been lighter than usual, but in the Burma divisions, the Bengal Hills, the south-west and west divisions of Bengal, the east submontane division of the North-West Provinces, the central division of the Punjab, Mysore, the Konkan, the Bombay Deccan, Khandesh, Berar, Baluchistan and the north divisions of the east coast the fall has been heavier than usual, the principal cases of excess being about 1 inch in Central Burma, Arakan and Orissa and about  $\frac{1}{2}$  inch in Bihar, Bengal Hills, the Bombay Deccan and Baluchistan. In all the remaining parts of India the rainfall has been short of the normal, the principal cases of deficiency being 3'40 inches in the Assam Hills, 2'01 inches in the Surma division of Assam and 1'23 inch in East Bengal. With a few exceptions, there was no very heavy rainfall during the week in any part of the country.

The following were the principal large totals recorded at individual stations during the week:

Burma	Zalun, Henzada	6'10 inches.
	Magôk	3'96 "
	Kyaukpyu	6'34 "
Assam	Sunamgunj, Sylhet	8'12 "
Bengal	Bhola, Bakergunj	3'86 "
	Alipurduar, Jalpaiguri	4'44 "
Bihar	Muzaffarpur	8'08 "
Mysore	Kolar	2'48 "
Deccan	Khanapur, Belgaum	11'93 "

The three concluding columns of the table show that the total rainfall for the period February 26th to May 13th has been short of the normal over the greater part of Upper India as well as over some central districts, but has been heavier than usual elsewhere—more particularly so over parts of the Peninsula.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 13TH, 1899.			RAINFALL DATA FROM FEBRUARY 20TH TO MAY 13TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in Inches.	Average actual rainfall of season to date.	Average normal rainfall, Feb. 20th to May 13th.	Excess or de- ficit of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	1.85	1.66	+ 0.19	7.69	6.65	+ 16
	2. Lower Burma Deltaic.	1.15	1.10	+ 0.05	7.74	3.07	+ 152
	3. Central do.	1.62	0.61	+ 1.01	3.06	1.89	+ 94
	4. Upper do.	1.48	1.29	+ 0.28	4.29	3.77	+ 14
	5. Arakan	2.96	1.97	+ 0.99	6.78	5.22	+ 30
BENGAL AND ASSAM	6. Eastern Bengal	1.24	2.47	- 1.23	9.67	11.33	- 15
	7. Assam Surma	2.32	4.53	- 2.21	26.10	30.96	- 16
	8. Do. Hills	0.55	3.95	- 3.40	19.06	20.96	- 9
	9. Do. Brahmaputra	2.04	2.50	- 0.52	15.75	16.03	- 2
	10. Deltaic Bengal	1.43	1.68	- 0.25	6.57	7.51	- 13
	11. Central do.	1.03	1.20	- 0.17	3.44	4.53	- 24
	12. North do.	1.08	1.76	- 0.68	7.07	7.95	- 11
	13. Bengal Hills	2.61	1.94	+ 0.67	12.84	10.40	+ 23
	14. Orissa	2.22	1.03	+ 1.19	6.37	3.79	+ 69
	15. Chota Nagpur	1.17	0.68	+ 0.49	3.60	2.53	+ 42
	16. South Bihar	1.19	0.37	+ 0.82	2.07	1.22	+ 70
	17. North do.	1.49	0.77	+ 0.72	3.36	2.39	+ 41
NORTH-WESTERN PROVINCES AND OUDE.	18. N.-W. P. East	0	0.21	- 0.21	0.54	0.62	- 13
	19. South Oudh	0	0.18	- 0.18	0.34	0.67	- 49
	20. North do.	0	0.31	- 0.31	0.54	0.99	- 45
	21. N.-W. P. Central	0.01	0.14	- 0.13	0.33	0.36	- 41
	22. Do. West	0.05	0.13	- 0.08	0.35	0.80	- 56
	23. Do. East Submontane	0.51	0.38	+ 0.13	1.53	1.05	+ 46
	24. Do. West do.	0.06	0.24	- 0.18	0.39	1.61	- 63
	25. Do. Hills	0.36	0.70	- 0.34	2.36	4.91	- 52
PUNJAB	26. South-East Punjab	0.06	0.15	- 0.09	0.39	0.98	- 60
	27. South do.	0.02	0.12	- 0.10	0.26	1.07	- 76
	28. Central do.	0.35	0.23	+ 0.12	1.24	2.11	- 41
	29. Punjab Submontane	0.05	0.18	- 0.13	0.60	2.05	- 71
	30. Do. Hills	0.41	0.48	- 0.07	1.46	5.22	- 72
	31. North Punjab	0.09	0.38	- 0.29	2.47	4.53	- 45
	32. West do.	0.02	0.11	- 0.09	0.29	1.12	- 74
	33. Malabar	0.24	0.73	- 0.49	11.40	5.29	+ 117
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	34. Madras South-Central	0.30	0.76	- 0.46	7.15	4.60	+ 55
	35. Coorg	1.07	1.30	- 0.23	7.47	5.47	+ 37
	36. Mysore	0.67	0.58	+ 0.09	5.48	2.69	+ 104
	37. Konkan	0.16	0.12	+ 0.04	3.69	0.42	+ 779
	38. Bombay Deccan	0.92	0.23	+ 0.69	2.92	1.36	+ 112
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0.23	0.13	+ 0.10	1.30	0.32	+ 275
	41. Berar	0.19	0.06	+ 0.13	1.37	0.52	+ 163
CENTRAL PROVINCES AND BERAR.	42. Central Provinces West	0.02	0.09	- 0.07	0.40	0.66	- 39
	43. Do. do. Central	0.05	0.12	- 0.07	0.50	1.01	- 50
	44. Do. do. East	0.08	0.22	- 0.14	1.63	1.96	- 4
	45. Gujarat	0	0.04	- 0.04	0.11	0.05	+ 120
BOMBAY (NORTH)	46. Kathiawar	0.01	0.02	- 0.01	0.00	0.28	- 68
	47. Sind	0	0.01	- 0.01	0.87	0.39	+ 123
	48. Baluchistan Hills	0.98	0.15	+ 0.83	4.98	3.73	+ 34
	49. Central India East	0.03	0.05	- 0.02	0.18	0.32	- 44
RAJPUTANA AND CEN- TRAL INDIA.	50. Rajputana East, Central India West.	0.09	0.10	- 0.01	0.50	0.38	+ 44
	51. West Rajputana	0	0.12	- 0.12	0	0.48	- 100
	52. East Coast North	0.70	0.44	+ 0.26	3.86	1.79	+ 116
MADRAS	52-A. Do. do. (a)	0.60	0.42	+ 0.18	4.50	3.22	+ 40
	53. Hyderabad South	0.18	0.29	- 0.11	1.56	1.62	- 4
	54. Madras Central	0.07	0.40	- 0.33	2.24	1.27	+ 76
	55. East Coast Central	0.04	0.35	- 0.31	4.06	1.04	+ 290
	56. Do. South	0.02	0.58	- 0.56	5.11	2.20	+ 132
	57. Madras South	0.03	0.57	- 0.54	7.52	3.85	+ 95

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SIMLA, 18th May, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 13th May.*—Little or no rain fell during the week, except in the northern part of the Circars. There were some showers on the West Coast and in parts of the Central districts. The water-supply is normal. Ploughing is in progress in many places and some small sowings are being made. The standing crops generally are in good condition. Pasture is insufficient in many places, but fodder is available. Cattle are in normal condition. Prices are rather higher in the Circars and in parts of the Deccan and on the West Coast, but elsewhere the decline continues.

**Bombay.**—*For week ending 17th May.*—Slight rain fell in parts of ten districts during the week. Reaping of late crops continues in Khandesh and Thar and Parkar. Preparations for next season are progressing generally and sowing in Kanara and Karachi. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in six and fallen in four districts; elsewhere they are stationary.

**Bengal.**—*For week ending 15th May.*—There was rain in all parts of the Province during the week and agricultural prospects have generally improved. Ploughing and early sowings are proceeding rapidly and the autumn rice and jute already sown in several parts are doing well. The state of sugarcane and other young crops in the ground is good. The harvesting of spring rice is still going on. There has been no important change in the price of common rice since last week. Cattle are generally in good condition. The fodder-supply is reported to be everywhere sufficient, except in parts of Manbhum.

**North-Western Provinces and Oudh.**—*For week ending 17th May.*—The weather was generally unsettled during the week with slight showers in parts of the Provinces. Spring harvest operations are practically over. Extra crops and sugarcane are thriving. Irrigation of the standing crops is being resorted to where necessary. Preparations for the autumn crop sowing have begun in parts. Prospects are favourable. Markets are well-stocked. Fodder is abundant. Prices have a rising tendency in some districts, but are otherwise fairly stationary.

**Punjab.**—*For week ending 17th May.*—Rain has fallen in all districts, except Jullundur, Mooltan, Ferozepore, Lahore, and Dera Ismail Khan. Reaping and threshing of spring crops are still going on and sowing of autumn crops continues in Mooltan, Lahore, Amritsar, and Peshawar. The ground is being prepared for sowing in Umballa. Sugarcane and tobacco are being weeded in parts of Sialkot. The crop outturn is reported average in Jullundur and Dera Ismail Khan. The condition of extra spring crops is good in Hissar, Umballa, and parts of Peshawar; and fair in Jullundur, Ferozepore, Lahore, and Dera Ismail Khan. Food-stocks are sufficient in Ferozepore, Amritsar, and Peshawar. Hailstorms did some damage to crops in parts of Shahpur. The condition of cattle is poor in Hissar and Delhi; fair in Dera Ismail Khan; and good elsewhere. Fodder is scarce in Hissar, Delhi, Shahpur, and Dera Ismail Khan, and sufficient elsewhere. Prices, especially of wheat, have fallen in Delhi, Umballa, Jullundur, Mooltan, Lahore, and Amritsar, but remained almost unchanged elsewhere. Wheat is selling from  $16\frac{1}{4}$  to 22, gram  $19\frac{1}{4}$  to  $23\frac{1}{4}$ , maize 30 to 35, barley 30 to 32, bulrush-millet 18 to 27, great millet 24, and rice  $13\frac{1}{4}$  to  $14\frac{1}{4}$  seers per rupee.

**Central Provinces.**—*For week ending 16th May.*—The weather has been generally cloudy and hot. Slight showers of rain fell in thirteen districts during the week. The threshing of spring crops has been completed in all districts, except Balaghat. In Saugor the labouring classes complain of want of work and the forest concessions have proved invaluable in this district, owing to a bumper mahua (*Bassia latifolia*) harvest. About 1,272 persons are in receipt of relief in the Damoh district. Water is scarce in parts of Mandla, Chhindwara, Chanda, and Bhandara. Fodder is scarce in parts of six districts and grain-stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has risen in some districts and has fallen in others. The cheapest prices are—wheat 20, gram 34, rice 23, and *juar* 19 seers per rupee; the dearest prices are—wheat  $12\frac{1}{4}$ , gram 18, rice 10, and *juar* 22 seers per rupee.



**Burma.**—*For week ending 13th May.*—In Lower Burma ploughing for wet weather paddy has commenced in parts of the Amherst district. In Upper Burma harvesting of island crops is completed and reaping of dry weather paddy is still in progress in most districts. Preliminary operations for the early wet weather crops have been extended to six other districts in addition to those last reported. The condition of the standing crops continues unchanged. Price of paddy has risen slightly in Rangoon, Prome, Thongwa, and Pakókku and considerably in Bassein and Amherst, and there is a slight fall in Akyab; elsewhere the price is as before.

**Assam.**—*For week ending 10th May.*—Rain fell in most districts during the week. More rain is wanted in Cachar and in parts of Kamrup. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Prospects of tea are generally good, but red spider is prevalent in Cachar, Nowgong, and in parts of Darrang. Land is being prepared for late rice. Reaping of low land transplanted rice is nearly finished in Sylhet where the outturn is good. Sowing of jute is finished in Sylhet, but still continues in Goalpara. Prices—common rice—Silchar and Dhubri 16, Gauhati 14½, Tezpur and Sibsagar 12, Nowgong 14, Sylhet 21, and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 17th May.*—**MYSORE:** Rainfall—70 cents in the Civil and Military station. Rain general and good in parts of Hassan. The standing crops are in good condition. Prices have fallen slightly in Kolar and Bangalore. *Ragi (Eleusine coracana)* has been sown in Kadur and Hassan.

**COORG:** Rainfall—53 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 17th May.*—**BERAR:** The weather is warm with occasional clouds. Preparation of land for the monsoon crops continues. Scarcity of fodder and water prevails in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall—6 cents. Harvesting of the winter rice crop continues in parts, and fields are being prepared for monsoon sowings. A scarcity of water is felt in certain taluks. Prices of grain show a tendency to fall. Prices—wheat 10, coarse rice 10½, and *juar* 25 seers per current sicca rupee.

**Central India.**—*For week ending 17th May.*—Slight rain with hail fell in Jhabua and light showers in Bhopal and Indore during the week. Agricultural operations are in progress in Malwa and Bhopawar and have been completed elsewhere. Agricultural stock and pasturage are in good condition. Prices are normal throughout Central India. The condition of opium is fair in Malwa.

**Rajputana.**—*For week ending 17th May.*—Rainfall ranging from over half inch to 18 cents fell at Kerowlee, Bhurtpore, the Deva pargana of Jeysulmere, Ulwar, Haraoti, Bikanir, and few cents at Jeypore and Kishengarh. Harvesting and threshing continue. Land is being prepared in Ajmere and elsewhere for the autumn crops. Agricultural stock is in fair to good condition, but poor in Meywar and Haraoti. Fodder scarcity prevails except in three States. Prices are rising in Bhurtpore and Ulwar; falling in Jhallawar; and are steady elsewhere. Two persons emigrated from Merwara during the week. The total emigration from Merwara up to date numbers 4,416. The numbers employed on relief works were—Ajmere 591, Merwara 4,458, and Marwar 940. The number on gratuitous relief in Ajmere-Merwara was 160. Prices—Ajmere 19½, Beawar 22, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 16th May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 17th May.*—There was slight rain during the week. Prices are generally stationary. Prices—wheat from 18 to 25 and maize 29 to 34 seers per rupee. The condition of the standing crops is generally fair, but they are suffering in the Jasrota district for want of rain. Reaping and threshing of spring crops are in progress. Fodder is sufficient.

**Nepal.**—*For week ending 13th May.*—Rainfall—0.71 inch. The weather has been very warm. The wheat crop is doing well. Indian-corn and up-land rice are still being sown. Rice—9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 7TH MAY 1898, AND FROM 1ST JANUARY TO 6TH MAY 1899.**

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 7TH MAY 1898.				WEEK ENDING 6TH MAY 1899.				Earnings from 1st January to 7th May 1898.	Earnings from 1st January to 6th May 1899.	Increase.	Decrease.
		Earnings.		Mean mileage worked.	Per mile open.	Earnings.		Mean mileage worked.	Per mile open.				
		Total.	Rs.			Total.	Rs.						
State Lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	694	1,740	13,02,181	749	1,747	12,73,000	729	2,27,43,788	2,28,64,000	1,20,311			
Bengal Central	162	125	17,033	141	125	18,500	148	3,90,257	3,74,000				
Bengal-Nagpur	181	882	1,03,773	180	1,180	1,71,000	144	30,31,143	34,13,000	3,78,857			
Indian Midland (including Bhopal-Itarsi)	171	800	1,44,036	181	688	1,82,000	210	23,77,069	26,55,000	2,77,931			
Borwada extra. (East Coast State).	193	21	4,350	207	21	3,400	162	8,172	55,000				
Washermanpet-Kannir sec. (Borwada).	119	9	920	108	2	2,800	211	19,176	26,700	7,523			
Metro gauge—													
Rajputana-Malwa (includg. G.-E.-Nagda)	264	1,815	5,34,034	208	1,815	5,04,000	278	79,35,264	88,19,000	8,83,736			
Palnagar-Dacca	44	17	762	45	17	700	41	10,784	13,400	2,616			
South Indian	101	1,032	1,72,000	154	1,032	1,60,000	158	28,78,654	28,03,000				
Mayavaram-Mulpet	58	54	4,110	58	54	4,800	80	81,128	70,500				
Southern Mahratta (includg. G.-M. From sec.)	103	1,165	1,34,973	116	1,165	1,75,000	118	21,11,383	20,33,000				
Mysore section (Southern Mahratta)	107	295	29,132	68	295	32,000	74	5,74,072	8,24,400				
Bengal and North-Western system	162	554	1,30,008	159	1,082	1,99,000	184	25,22,410	27,48,000	2,25,590			
Lucknow-Bareilly	106	281	22,870	80	281	25,400	111	4,06,986	4,40,000	33,014			
Assam-Bengal	90	268	23,214	81	484	20,500	64	4,69,808	6,01,000	1,31,192			
Durma	224	936	2,08,183	222	936	1,62,000	274	38,07,217	34,49,400				
TOTAL	266	10,253	29,01,014	285	11,008	24,03,000	283	4,95,32,468	5,08,98,200	11,44,132			
State Lines worked by the State.													
Standard gauge—													
North Western (a)	287	3,884	7,80,626	370	2,959	7,73,000	261	1,42,90,287	1,18,82,000				
Odish and Kholikhand (includg. m. g. link)	217	1,013	2,02,474	200	1,013	2,46,000	243	35,83,942	38,44,000	2,60,058			
Eastern Bengal (includg. metre & 2' 6")	319	818	2,26,040	276	834	2,27,000	272	40,64,179	43,60,000				
East Coast (b)	116	586	58,840	110	795	87,800	110	11,32,380	14,64,000	3,31,620			
Special gauges—													
Jorhat	64	28	1,372	40	23	1,800	72	31,109	30,000				
Chorra-Companyganj	20	...	...	...	...	...	...	(d) 4,44	(e) 5,400	8,976			
TOTAL	261	5,281	12,69,281	240	5,626	13,35,800	237	2,41,25,810	2,18,87,000				
Lines worked by guaranteed com.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	5,60,185	583	1,491	7,47,000	501	1,41,05,082	1,31,83,000	10,22,082			
Bombay, Baroda and Central India	775	461	4,56,614	1,053	461	4,13,000	800	56,62,578	60,98,400	4,36,822			
Madras	254	540	2,10,224	250	840	1,83,000	218	39,71,572	42,70,000				
TOTAL	499	2,792	12,27,023	587	2,792	13,43,000	491	2,36,39,102	2,45,68,000	9,28,898			
TOTAL (GUARANTEED AND STATE ASSISTED COMPANIES)													
Assisted companies.	207	18,320	57,35,418	214	19,427	55,71,000	287	9,73,10,390	9,69,50,200				
Standard gauge—													
Delhi-Camballa-Kalka	217	162	20,963	185	162	27,300	168	6,60,002	5,00,000				
Tarakeswar	320	22	7,000	320	22	5,000	268	1,41,036	1,80,000				
Southern Punjab (Delhi-Samastha)	75	400	33,606	84	423	23,700	61	8,80,508	4,40,400	43,108			
Tejpur Valley	...	...	...	...	...	2,000	58	...	31,000				
Metro gauge—													
Brahmaputra-Saltanpur	...	...	...	...	23	990	36	...	(f) 4,300	4,300			
Mytensburgh-Jamshilpur-Jagannathganj	...	...	...	...	33	1,100	33	...	22,700	22,700			
Kohlikund and Kumbon (Co.'s sec.)	137	66	10,407	158	66	8,500	130	1,63,654	1,63,000	9,046			
Sagowli-Bazaul	...	...	...	...	18	500	26	...	(g) 5,100	5,100			
Bengal Dooars	106	36	2,952	70	36	3,400	94	30,803	32,200				
Dibru-Sadiya	200	78	10,536	212	78	20,000	256	2,87,814	3,22,000	34,186			
Abnoshad-Parantij	59	55	4,382	80	55	3,600	62	62,242	62,700	458			
Special gauges—													
Darjeeling-Himalayan	265	51	16,579	325	51	17,000	333	2,36,361	2,32,000				
Batu	156	21	8,530	188	21	3,000	143	64,341	70,100	5,759			
TOTAL	135	691	1,24,816	140	1,026	1,18,700	116	20,40,228	20,31,700				
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Goonas	81	74	2,140	29	74	4,800	80	37,813	84,200	46,387			
Bhopal-Ujjain	76	114	7,913	30	114	10,000	96	1,54,138	1,84,000	29,862			
Magla-Ujjain	83	35	3,250	90	34	3,500	103	48,476	43,000				
The Nizam's guaranteed state	235	384	82,019	247	384	65,500	196	14,15,275	13,61,000				
The Gokwar's Pooled	70	13	1,078	83	13	1,300	85	11,658	17,400	5,742			
Rajpura-Bhatinda	140	103	11,808	110	108	12,400	115	2,48,494	1,91,400				
Kolar Gold Fields	408	19	8,338	338	10	1,700	170	70,371	54,200				
Metro gauge—													
Yasvantpur-Mysore From. sec. (includg. M.-Nanjangod)	71	60	4,742	72	60	8,500	63	81,737	61,000				
The Gokwar's Mahabana	81	63	8,334	90	66	8,200	67	1,21,946	1,21,000				
Kolkapur	55	29	1,942	67	29	2,100	72	27,434	39,000	11,566			
Special gauges—													
The Gokwar's Dabholi	58	79	5,376	68	79	5,200	68	70,159	75,800	5,641			
Rajpura	14	19	1,182	7	24	1,400	38	8,400	10,500	2,100			
Coch Behar	69	22	1,500	71	34	1,500	44	27,854	24,200				
TOTAL	123	698	1,34,302	135	1,012	1,20,400	115	23,18,797	22,74,400				
Lines owned & worked by n. states.													
Metro gauge—													
Bhuvanagar-Gondal-Jamagad-Parbandar	126	334	57,700	173	334	40,200	120	6,91,060	7,46,000	54,940			
Jetabur-Rajkot	80	46	4,338	24	46	3,800	83	63,997	73,000	8,002			
Jamnagar	38	54	2,820	53	54	2,400	44	30,257	40,000	9,743			
Dhruvadra	...	...	...	...	21	1,400	67	...	26,300	26,300			
Jodhpur-Bikaner	66	84	25,570	71	407	41,500	102	4,80,710	4,78,000	2,41,700			
Odoyanore-Chitor	42	60	3,794	63	61	2,200	52	41,054	36,500	15,448			
Special gauges—													
Morvi	32	94	9,238	36	94	10,100	107	1,15,287	1,40,000	24,713			
TOTAL	86	264	1,08,761	100	1,017	1,02,000	101	13,84,355	17,68,700	3,84,345			
GRAND TOTAL													
	278	21,165	60,98,387	288	22,482	66,13,800	283	10,80,60,553	10,89,25,000	8,08,165			

(a) Includes Jammu and Kashmir and Hyderabad-Bhadrakali rya.

(b) Includes Borwada-Madras ry.

(c) Closed for traffic.

(d) From 5th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 6th May 1899.

(g) From 1st March to 6th May 1899.

W. J. MORLHINNY, Captain, R.E.

Off. Under Secy. to the Govt. of India.

Printed, 14th May, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. V of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings from 1st April 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 7TH MAY 1898.				WEEK ENDING 6TH MAY 1899.				Earnings from 1st April to 7th May 1899.	Earnings from 1st April to 6th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	654	1,740	13,92,134	748	1,747	12,78,990	729	58,72,624	65,62,000	...	...	...	...
Bengal Central	193	125	17,688	141	125	18,500	142	7,07,943	87,200	...	...	...	...
Bengal-Nagpur	189	662	1,68,715	180	1,186	1,71,000	141	10,51,634	8,37,000	...	...	...	...
Indian Midland (incldg. Bhopal-Itanagar)	155	600	1,44,036	181	568	1,62,000	210	7,15,419	8,21,000	1,05,581	...	...	...
Bombay & C. (East Coast State)	185	21	4,356	207	21	5,400	163	20,568	10,500	...	...	...	...
Washermanpet-Bangor sec. (Inc.-Mad.)	195	9	128	103	9	2,800	311	5,641	8,600	2,958	...	...	...
Metro gauge—													
Calcutta-Malwa (incldg. G.B.-Nagda)	210	1,615	5,34,934	205	1,615	5,04,000	278	25,00,228	24,44,000	...	...	...	...
Pilani-Dumra	44	17	702	45	17	700	41	8,500	4,100	...	...	...	...
South Indian	186	1,042	1,72,000	105	1,023	1,60,000	156	8,90,878	8,38,000	...	...	...	...
Mayavaram-Mattupet	92	54	4,410	92	54	4,200	80	20,571	22,500	...	...	...	...
Southern Mahratta (incldg. G.M. From sec.)	113	1,163	1,34,973	116	1,163	1,35,000	110	7,27,602	6,18,000	...	...	...	...
Nysore section (Southern Mahratta)	123	296	20,102	98	296	22,000	74	1,70,022	1,40,000	...	...	...	...
Bombay and North-Western system	147	854	1,86,008	119	1,082	1,95,000	194	7,93,577	9,35,000	1,41,423	...	...	...
Lucknow-Bareilly	51	231	22,870	49	231	25,400	111	1,26,701	1,31,000	4,296	...	...	...
Assam-Bengal	73	286	23,204	81	434	28,000	68	1,35,849	1,33,000	17,151	...	...	...
Burma	180	936	2,06,783	223	936	1,62,000	173	9,75,287	8,50,000	...	...	...	...
TOTAL	243	10,259	29,01,014	284	11,009	28,03,000	263	1,51,90,424	1,43,91,700	...	...	...	...
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,893	7,80,028	270	2,830	7,73,000	301	41,00,543	36,27,000	...	...	...	...
Ordnance and Rohilkhand (incldg. m. g. line)	195	1,013	2,02,474	200	1,013	2,43,000	249	11,88,298	12,72,000	83,707	...	...	...
Eastern Bengal (incldg. metro & 2' 6")	362	818	2,26,040	370	844	2,27,000	272	12,87,676	11,55,000	...	...	...	...
East Coast (b)	106	538	58,840	110	795	87,800	110	3,35,174	4,00,000	1,35,526	...	...	...
Special gauge—													
Jorhat	69	28	1,879	49	25	1,800	72	8,025	7,700	...	...	...	...
Cherra-Compagny	44	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	385	5,381	12,69,361	340	5,028	13,25,800	237	69,18,909	64,54,700	...	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,401	8,00,105	383	1,491	7,47,000	501	47,89,067	38,28,000	...	...	...	...
Bombay, Baroda and Central India	580	461	4,55,814	1,033	442	4,13,000	696	22,89,360	19,50,000	...	...	...	...
Madras	261	510	2,10,224	230	840	1,82,000	318	11,57,999	9,60,000	...	...	...	...
TOTAL	379	2,793	14,66,038	561	2,763	13,42,000	514	81,76,796	67,41,000	...	...	...	...
TOTAL (GUARANTEED AND STATE)	202	18,886	57,35,408	310	19,437	55,71,600	287	3,02,86,629	2,77,90,400	...	...	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	207	102	20,263	183	102	27,200	168	1,64,179	1,55,000	...	...	...	...
Tarapur	276	83	7,029	320	23	3,000	263	51,272	41,700	...	...	...	...
Southern Punjab (Delhi-Bambale)	42	400	33,806	84	423	23,700	61	1,50,662	1,45,000	...	...	...	...
Tapti Valley	...	...	...	...	...	...	...	...	...	...	...	...	...
Metro gauge—													
Brahmaputra-Saltanpur	...	...	...	...	...	...	...	...	...	...	...	...	...
Myrmensingh-Jamalpur-Jagannathganj	131	66	10,407	158	66	8,600	190	60,631	48,500	...	...	...	...
Rohilkhand and Kumaon (Co.'s sec.)	...	...	...	...	...	...	...	...	...	...	...	...	...
Sagor-Bazaul	140	38	2,832	79	36	3,400	91	14,530	14,000	...	...	...	...
Bengal Doon	198	78	10,839	212	78	20,000	256	87,355	57,000	...	...	...	...
Dibru-Sadiya	45	65	4,392	80	35	3,400	62	22,494	18,000	...	...	...	...
Ahmedabad-Parant	...	...	...	...	...	...	...	...	...	...	...	...	...
Special gauge—													
Darjeeling-Himalayan	274	51	16,579	225	51	17,000	333	94,702	77,000	...	...	...	...
Batal	125	91	3,500	168	...	3,000	143	20,709	12,200	...	...	...	...
TOTAL	147	691	1,24,896	140	1,026	1,18,700	116	6,71,523	6,34,000	...	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna	36	74	2,140	29	74	5,800	80	12,872	21,400	8,528	...	...	...
Bhopal-Ujjain	61	114	7,915	69	114	10,900	86	48,531	42,800	14,509	...	...	...
Nagda-Ujjain	40	33	3,258	39	34	3,500	108	16,367	14,300	...	...	...	...
The Nizam's Guaranteed State	211	394	92,019	217	334	65,800	180	4,57,692	3,64,000	...	...	...	...
The Gaekwar's Pooled	64	13	1,078	83	13	1,100	68	5,737	6,300	543	...	...	...
Rajputana-Bhatinda	132	108	11,863	110	108	12,400	115	63,708	54,500	...	...	...	...
Kolar Gold-fields	402	10	3,328	335	10	1,700	170	15,251	13,200	...	...	...	...
Metro gauge—													
Yavatpur-Mysore From sec. (incldg. M.-Nanjund)	84	66	4,742	72	66	3,500	33	25,793	16,900	...	...	...	...
The Gaekwar's Mahadga	71	88	6,334	60	93	6,200	67	42,790	33,500	...	...	...	...
Kolhapur	37	26	1,042	87	26	2,100	72	9,334	11,600	2,066	...	...	...
Special gauge—													
The Gaekwar's Dubhoi	51	79	5,376	68	70	5,200	66	25,861	25,100	...	...	...	...
Rajputana	11	19	132	7	34	1,000	83	1,231	5,400	3,179	...	...	...
Cooch Behar	54	22	1,300	71	34	1,800	44	8,114	8,300	186	...	...	...
TOTAL	120	890	1,94,302	136	1,012	1,20,400	119	7,30,741	6,41,000	...	...	...	...
Lines owned & worked by n. states.													
Metro gauge—													
Bhavnagar-Gondal-Jamnagar-Porbandar	97	334	57,700	173	334	40,800	190	2,81,314	2,10,000	...	...	...	...
Jetalpur-Rajkot	83	46	4,336	94	40	3,800	83	21,459	21,700	341	...	...	...
Jamnagar	38	54	2,820	33	44	2,400	44	13,961	12,100	...	...	...	...
Dhargadra	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore-Bikaner	62	364	25,870	71	407	41,500	102	1,58,228	1,57,000	48,773	...	...	...
Godavari-Oriss	38	60	8,794	63	61	3,300	62	24,779	14,900	127	...	...	...
Special gauge—													
Morvi	23	94	9,338	08	04	10,100	107	42,530	46,000	4,000	...	...	...
TOTAL	76	963	1,03,761	104	1,012	1,02,000	201	5,70,297	5,00,000	...	...	...	...
GRAND TOTAL	243	91,165	60,88,367	284	25,432	39,14,200	263	3,32,00,670	3,09,74,000	...	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shillong rly.

(b) Includes Baroda-Madras rly.

(c) Closed for traffic.

J. J. McLENNAN, Captain, R.E.



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SUPPLEMENT TO

# The Gazette of India.

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No. 21.

CALCUTTA, SATURDAY, MAY 27, 1899.

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## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully or usefully be known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
Tenasserim—												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Taroy . . . . .	...	...	34.52	...	...	...	4.00	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	30.9	...	50.38	...	...	...	...	...	...	...
Pegu (deltaic)—												
Bamoon . . . . .	...	...	36.03	...	57.21	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	29.92	...	...	...	...	...	...	...	...	...
Bassoon . . . . .	...	...	27.05	...	...	...	...	...	...	...	...	...
Pegu (inland)—												
Honnada . . . . .	...	...	25.39	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	29.63	...	...	...	...	...	...	...	...	...
Upper Burma—												
Mazdaly . . . . .	...	...	31.85	...	34.97	...	...	...	...	...	7.52	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	29.76	...	...	...	...	...	...	...	20.18	...
Arakan—												
Kyaukpya . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	33.63	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
Brahmaputra—												
Goalpara . . . . .	10	17.5	25	30	...	...	...	...	...	...	...	...
Gachali . . . . .	...	...	22.5	33.16	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
Eastern—												
Chittagong . . . . .	...	...	24.25	33.75	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	32.5	25	27.5	...	...	7.5	15	...	...
Deltaic—												
Midnapur . . . . .	...	...	21.67	30	...	...	...	...	20	26.25	20	32.5
Calcutta . . . . .	...	...	30	37.5	27.5	36.25	...	...	...	...	...	...
Central—												
Bardwan . . . . .	...	...	22.5	30	...	32.5	...	...	...	...	...	...
Pabna . . . . .	...	...	22.18	33.28	17.5	26.25	...	...	...	...	...	...
Northern—												
Rangpur . . . . .	...	...	20	30	30	30	...	...	...	...	...	...
Orissa—												
Cuttack . . . . .	...	...	21.72	25.31	25	40	...	...	...	...	...	...
Bihar, south—												
Patna . . . . .	...	...	19.06	25	20	27.5	...	...	14.37	15.62	10.02	16.25
Bihar, north—												
Biagalpur . . . . .	...	...	24.22	28.75	22.5	28.75	...	...	18.29	20	...	...
Muzaffarpur . . . . .	...	...	28.58	33.28	25	28.44	...	...	15.78	20	...	...
<b>N. W. Provinces—</b>												
Eastern—												
Bengals . . . . .	16.00	22.23	26.67	37.66	22.80	26.63	25.78	33.33	14.93	19.92	...	37.5
Central—												
Oawnpore . . . . .	17.4	20.32	27.13	34.70	22.35	27.6	25.78	33.03	15.36	17.78	14.58	16.5
Idhar . . . . .	14.80	21.00	32.03	37.19	23.12	27.06	27.34	33.5	14.69	14.69	13.91	15.78
Western—												
Morad . . . . .	...	...	22.38	...	22.24	28.75	25.78	...	16.67	16.18	...	...
Agra . . . . .	...	...	37.5	42.13	23.75	30	...	...	15	16.56	15.31	...
Submontane, west—												
Shahjahanpur . . . . .	...	...	26.07	...	19.74	26.2	...	...	11.41	16.67	...	...
<b>Oudh—</b>												
Southern—												
Lucknow . . . . .	14.22	21.04	28.54	36.06	20.78	28.28	25.78	30.09	14.22	17.0	12.5	18.9
Northern—												
Fyzabad . . . . .	14.37	19.65	36.20	...	20.94	32.68	...	...	14.22	21.35	11.75	17.19

\* The figures under "Rice, husked" represent the price of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI		MAIZE.		GRAM.		ARHAR DAL.		ONL.		DISTRICTS.
1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	
												Burma—
												Tamouarim—
						57.64						Maryul
						35.76		50.38				Tavoy.
												Moulmein and Amherst.
						28.67		20.02				Pegu (deltaic)—
						30.25						Bangoon.
												Thongwa.
												Bussac.
						40.24		60.42				Pegu (inland)—
						38.1						Heinada.
												Toungoo.
				9.86		19.68		41.84				Upper Burma—
												Mandalay.
												Bamu.
						30		55.63				Pakokko.
												Arakan—
						38.1		59.33				Kyaukpou.
												Akyab.
												Assam—
												Brahmaputra—
												Golpata.
												Gauhati.
												Bengal—
						30	47.5	41.23	50	480	400	Eastern—
						23.75	35	27.5	32.5	400	350	Chittagong.
												Dacca.
									45	330		Dacca—
									35	320	340	Midnapur.
												Calcutta.
						16.25	27.5	25	32.5	300	390	Central—
						15.91	24.06	31.25	30.25	470	400	Bardwan.
												Patna.
						13	20	18.75	32.5	55	340	Northern—
												Rangpur.
						20.91	26.56	17.97	31.87	363.5	320	Orissa—
												Cuttack.
						10.62	16.87	13.44	20.94	19.06	25	Bihar, south—
												Patna.
						12.28	16.72	15.78	33.44	28.79	32.5	Bihar, north—
						15.78	20	16.56		25		Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
						14.23	21.97	22.09	27.86	325.86	325.56	Eastern—
												Benares.
						12.5	15.68	16.67	16.19	27.6	290.88	Central—
						12.06	15.21	16.09	17.71	20.16	31.36	Cannanore.
												Jhansi.
						10.12		20.52	22.61			Western—
												Mearut.
						13.75		17.81	19.06	23.12	30	Agra.
												Submontane, west—
						15.09						Shahjahanpur.
												Oudh—
						12.13	17.24	13.90	31.98	13.75		Southern—
												Lucknow.
						13.44	19.01	15.91	32.03	20		Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899—continued.

Districts.	GCE.		SALT.		TOBACCO LEAF.		TURNIP.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Barma—</b>												
<b>Tenasserim—</b>												
Meerul . . . . .	...	...	11-21	...	...	...	...	...	...	...	...	...
Tevoy . . . . .	...	...	27-54	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25-08	...	...	...	...	...	...	...	...	...
<b>Pegu (Bhalai)—</b>												
Bangga . . . . .	...	...	19-05	...	...	...	...	...	...	...	...	...
Thangwa . . . . .	...	...	30-29	...	...	...	...	...	...	...	...	...
Bamain . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<b>Pegu (Hiland)—</b>												
Hensada . . . . .	...	...	24-97	...	...	...	...	...	...	...	...	...
Tungoo . . . . .	...	...	27-01	...	...	...	...	...	...	...	...	...
<b>Upper Barma—</b>												
Mandalay . . . . .	...	...	20-65	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<b>Arakan—</b>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	36-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<b>Brahmaputra—</b>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong . . . . .	...	...	35	37-5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35-62	38-27	60	85	...	...	2-5	2-5	...	...
<b>Deltic—</b>												
Midnapur . . . . .	...	...	35	36-25	62-5 and 77-5	45 and 62-5	...	...	...	...	1-50	1-2
Onkutta . . . . .	...	...	33-75	34-27	60	70	...	...	3-25	3-25	3-25	5-62
<b>Central—</b>												
Bardwan . . . . .	...	...	33-5	33-75	...	...	...	...	...	...	3-13	3-13
Pabna . . . . .	...	...	33-75	33-44	75	70	...	...	...	...	7-5	10
<b>Northern—</b>												
Rangpur . . . . .	...	...	40	45	80	60	...	...	3-75	14(=)	5	14(=)
<b>Orissa—</b>												
Cuttack . . . . .	...	...	30	30-62	45	35	...	...	5-57	5-56	4-37	2-83
<b>Bihar, south—</b>												
Patna . . . . .	...	...	35	35	30	30	...	...	3-12	3-12	2-5	2-12
<b>Bihar, north—</b>												
Bhagalpur . . . . .	...	...	37-5	37-5	50	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	33-47	33-25	100	100	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<b>Eastern—</b>												
Benares . . . . .	27-19	40-73	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Cawnpore . . . . .	22-33	24-36	...	...	50	57-5	112-5	95	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<b>Western—</b>												
Meerut . . . . .	23-54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	35	42-19	...	...	40 to 80	...	100	...	5	...	5	...
<b>Submontane, west—</b>												
Bahjshampur . . . . .	32-03	...	...	...	...	...	115 and 116	106 and 110	...	...	...	...
<b>Oudh—</b>												
<b>Southern—</b>												
Lashnow . . . . .	30-73	42-08	...	...	70	70	...	...	3-23	4-01	...	...
<b>Northern—</b>												
Fyzabad . . . . .	30-25	37-19	...	...	...	...	...	...	...	2-51	...	...

(a) Per bundle.







## WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BALENT.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .	33-33	33-33	...	...	20-23	20-41	...	...	21-09	20-28	20	17-04
<b>Panjab—</b>												
Southern— Ferozepur . . . . .	15-26	22-5	40	57-18	22-34	26-57	27-5	31-25	12-4	14-27	20	15-42
Central— Lahore . . . . .	19-06	21-56	33-36	40-24	21-56	24-69	23-39	22-40	11-77	13-12	18-59	21-04
South-eastern— Multan . . . . .	21-04	25	30-72	36-35	21-04	28-28	27-6	24-79	15-23	16-6	17-4	18-18
Submontane— Amritsar . . . . .	17-4	25	31-06	44-43	20	25	23-54	26-07	10-52	...	30	21-04
Northern— Rawalpindi . . . . .	16-67	14-79	42-72	47-08	23-12	15	26-16	28-39	12-44	10-62	14-64	15-30
Western— Multan . . . . .	12-08	12-8	24-27	28-07	24-58	26-33	25-03	27-84	15-99	18-12	14-79	23-54
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	33-73	38-12	28-75	35	...	...	12-69	23-75	17-5	19-37
Shikarpur . . . . .	...	...	...	...	23-75	30	...	...	18-91	20	12-81	24-06
Quetta . . . . .	...	...	...	...	24-37 to 26-87	28-75	60	65	21-35	25	18-75	22-19
<b>Bombay—</b>												
Deccan— Dharwar . . . . .	...	...	...	22-20	22-34	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	12-06	19-06
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	18-12	...
Khandesh— Ahmednagar . . . . .	...	...	...	...	25-28	...	...	...	...	...	13-73	...
Dhule . . . . .	...	...	...	...	30-47	...	...	...	...	...	...	...
Gujarat— Surat . . . . .	...	...	...	...	29-53	28-61	...	...	...	...	18-75	25-21
Ahmedabad . . . . .	22-5	...	...	...	33-5	38-00	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western— Nagpur . . . . .	...	...	26	23	28	35	33-31	41-44	...	...	16-31	21-69
Central— Jubbulpore . . . . .	21-06	...	32-75	25-69	22-19	20-19	26-62	36-37	...	...	16-60	16-69
Eastern— Raipur . . . . .	16	...	21	27	21	30	30	40	...	...	...	...
<b>Berar—</b>												
Betam . . . . .	...	...	...	...	26-73	41-51	...	...	...	...	11-54	18-27
Ellichpur . . . . .	...	...	66-67	66-66	36-54	37-06	44-44	37-13	...	...	14-81	20
Amroli . . . . .	...	...	40	44-37	30-53	44-37	40	50	...	...	13-33	18-12
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	22	26-9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	14	22-9
Chidambaram . . . . .	17-9	20-4	28-0	30-2	...	...	...	...	...	...	15-6	...
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	17-8	20-9	30-9	42-7	...	...	...	...	...	...	...	...
Tanjore . . . . .	18-9	21-4	28-5	40-9	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madurai . . . . .	...	...	...	...	...	...	...	...	...	...	23	20-5
<b>Mysore—</b>												
Mysore . . . . .	21-19	26-47	38-62	44-3	30-31	26-96	61-71	54-85	...	...	...	14-62
Mangalore . . . . .	12-74	19-6	28-22	30-54	38-22	30-74	39-2	47-04	...	...	15-02	23-51



(The figures represent prices per ten mounds in rupees and decimals of a rupee.)

Rajputana.		Rajst.		Maize.		Gram.		Akhur dal.		Gul.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24-08	23-44	...	...	20	20	24-06	24-22	...	...	305	238-87	Rajputana— Eastern— Ajmere.
20	14-27	...	...	12-3	15-42	17-75	20	40	57-13	310	345	Panjab— Southern— Ferozepur.
16-18	22-19	...	...	13-54	16-87	18-88	18-18	31-98	48-28	320	336-87	Central— Lahore.
19-06	17-4	...	...	14-79	18-00	20	19-06	27-6	36-35	320	345-94	South-eastern— Delhi.
...	...	...	...	...	...	17-03	10-06	...	...	...	...	Submontane— Amritsar.
16-12	10-58	...	...	14-87	14-79	17-81	22-19	30	50	278-28	320	Northern— Rawalpindi.
17-4	18-13	...	...	18-75	20-04	10-48	24-22	...	...	320	336-50	Western— Multan.
21-25	34-37	...	...	...	...	23-75	29-37	...	...	...	...	Sind and Baluchistan— Karachi.
15-62	...	...	...	...	...	19-69	25	...	...	312-5	351-87	Shikarpur.
...	...	...	...	22-5	20-37	...	...	40	57-19	300	350	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dhule.
...	20-01	...	...	...	...	20	...	20-78	...	...	...	Dhule.
...	...	...	...	...	...	...	...	...	...	...	...	Sholapur.
20-32	...	...	...	...	...	24-01	...	...	...	...	...	Poona.
19-54	17-24	...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmednagar.
...	...	...	...	...	...	...	...	...	...	...	...	Dhule.
23-75	27-4	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat.
...	...	...	...	...	...	...	...	...	...	...	...	Ahmedabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Rajpur.
...	...	...	...	...	...	30	28	21-3	27	336-31	310	Central— Jubbulpore.
...	...	...	...	...	...	16	23-68	...	30-75	285	300	Eastern— Raipur.
...	...	...	...	...	...	13	22	...	34	280	290	Berar— Bhind.
20	40	...	...	...	...	24-06	24-06	...	...	...	...	Ellichpur.
15-39	31-75	...	...	...	...	22-68	27-84	26	30-77	300	320	Amritoli.
...	...	...	...	...	...	27-84	33-44	26	28-75	280	330	Madras— South, central— Coimbatore.
18-0	19-1	...	...	...	...	31-8	48-1	...	...	350-4	400	Salon.
...	...	16-1	33-4	...	...	...	...	...	...	299-7	325-1	Central— Bellary.
27-2	23-5	...	...	...	...	24-7	40	18-5	...	258-6	330-4	Cuddapah.
...	...	...	...	...	...	...	...	...	...	248-7	300	Karun.
...	...	17-1	35-2	...	...	...	...	20-4	30-5	...	...	East Coast, central— Kollur.
...	...	...	...	...	...	28-2	54-4	...	...	250-3	320-1	East Coast, south— Madras.
...	...	17-1	24-0	...	...	...	...	...	...	...	...	Tanjore.
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly.
25-5	...	...	...	...	...	...	...	25-5	31	...	...	Southern— Madras.
...	...	21-75	19-59	...	...	18-44	27-71	37-6	75-43	270-93	346-62	Mysore— Mysore.
...	12-74	22-87	...	...	...	17-84	33-94	35-28	47-04	352-55	377-42	Bangalore.



## WHOLESALE PRICES FOR THE 1st HALF OF APRIL 1898 AND 1899—concluded.

Districts.	GOL.		SALT.		TOBACCO LEAF.		TOBACCO.		GRAM.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	44-48	53-35	...	...	...	...	...	...	10	8	10	8
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	80	80	133-23	114-27	8-23	8-28	4-01	5
Central—												
Lahore . . . . .	...	...	...	...	53-28	57-12	120-78	123-07	8-02	10	4-01	6
South-eastern—												
Dalhi . . . . .	...	...	...	...	80	80	123-07	114-27	7-92	6-67	7-97	8-01
North-eastern—												
Amritsar . . . . .	...	...	...	...	...	...	...	...	...	...	4-28	4-01
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133-23	100	5	8-62	5	...
Western—												
Multan . . . . .	...	...	...	...	100	100	145-42	123-23	4-43	8-07	5	5
<b>Sind and Baluchistan—</b>												
Kutch—												
Shikarpur . . . . .	38-25	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	48-7	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	47-34	...	...	...	115-78	...	...	...	...	...	...	...
Kandesh—												
Ahmednagar . . . . .	51-67	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	29	38-56	62-5	60	120	120	...	...	...	...
Eastern—												
Bilaspur . . . . .	...	...	37	42	100	180	100	75	...	...	...	...
<b>Berar—</b>												
Bisim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	140	80	...	...	...	...
Amruti . . . . .	...	...	...	...	120	180	140	120	31(a)	4(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54-1	60	...	...	...	...	...	100	...	...	2-5	2-5
Salem . . . . .	...	...	...	...	124-1	127-8	65-2	61-7	...	...	8-1	6-6
Central—												
Bellary . . . . .	38-6	48-8	...	...	...	...	...	...	...	...	2-4	...
Cuddapah . . . . .	...	...	...	...	...	...	60-9	66-7	...	...	...	...
Karaul . . . . .	...	...	...	...	29-3	38-8	59-9	65-9	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	3-9	4-4
East Coast, south—												
Madras . . . . .	42-8	49-4	...	...	126-9	131-7	74-1	67-6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118-2	118-3	...	...	...	...	...	...
Northern—												
Madras . . . . .	...	...	...	...	106-8	116-3	...	...	...	...	4-8	4-7
<b>Mysore—</b>												
Mysore . . . . .	68-58	68-56	...	...	874	374	118-37	101-20	10-71	20-1	7-14	7-14
Bangalore . . . . .	68-53	68-60	...	...	342-5	342-75	134-12	66-66	8-5	18-37	10	12-5

(a) Per 100 pulles weighing on an average 155 lbs.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STATES.		BRUGA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER PAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3.33	3	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	3	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	50	...	...	112.5	106	Central— Lahore.
10	3	...	...	80	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	60	...	...	70	...	Submontane— Amritsar.
4.01	4.57	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
7.03	5	...	...	30	40	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7.5	8.75	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Kanduk— Ahmednagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	60	60	...	...	70	70	Central— Jubbulpore.
...	...	...	...	40	25	...	...	42	33	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Bilaspur. Etilahpur. Amrakh.
4	2.25(a)	...	...	50	50	...	...	60	60	Madras— South, central— Coimbatore. Salem.
...	...	...	...	80	80	80	80	60	60	Central— Bellary. Cuddapah. Karnul.
...	...	...	...	60	100	80	100	70	120	East Coast, central— Nellore.
...	...	...	...	55	35	85	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	80	67.5	80	67.5	...	...	Southern— Madras.
...	...	...	...	...	...	...	...	40	41	Mysore— Mysore. Bangalore.
1.68	2.68	...	...	100	100	...	...	70	70	
...	...	...	...	100	100	...	...	100	100	

(a) Per 100 pulkins weighting on an average 743 lbs.

J. E. O'CONOR,

Director-General of Statistics.

J. F. FINLAY,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

May 26, 1899.

B



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF APRIL 1899. (*The figures represent*

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUN ( <i>Andropogon sorghum</i> ).		BAJRA OR OHMBU ( <i>Pennisetum typhoides</i> ).	
					Best sort.		Common.					
	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.	Half-month of report.	Pre- vious half-month.
<b>Burma—</b>												
Tenasserim—												
Mergui . . . . .	—	—	—	—	10 10	10 10	11 8	11 5	—	—	—	—
Tavoy . . . . .	—	—	—	—	13 7	13 7	15 12	15 12	—	—	—	—
Moulmein and Amherst .	7 —	7 —	—	—	10 8	10 8	12 2	12 2	—	—	—	—
Pegu (deltaic)—												
Pegu . . . . .	—	—	—	—	10 2	10 2	14 2	14 2	—	—	—	—
Bangoon . . . . .	9 12	10 —	—	—	11 8	11 2	14 6	14 4	—	—	—	—
Thongwa . . . . .	—	—	—	—	11 8	11 8	12 1	12 2	—	—	—	—
Bassein . . . . .	—	—	—	—	11 14	11 14	13 9	13 9	—	—	—	—
Pegu (inland)—												
Tharawadi . . . . .	—	—	—	—	11 11	11 11	14 —	14 —	—	—	—	—
Henzada . . . . .	—	—	—	—	10 11	9 8	14 11	14 15	—	—	—	—
Prome . . . . .	—	—	—	—	10 5	9 9	13 4	13 4	—	—	—	—
Toungoo . . . . .	—	—	—	—	11 8	11 8	12 6	12 6	—	—	—	—
Thayetmyo . . . . .	13 6	12 12	—	—	10 9	10 9	14 6	13 12	22 10	22 10	—	—
Upper Burma—												
Mandalay . . . . .	11 8	11 —	—	—	11 9	11 9	12 1	12 1	—	—	—	—
Bamo . . . . .	—	—	—	—	12 —	12 —	17 —	17 —	—	—	—	—
Pakokku . . . . .	—	—	—	—	9 2	9 2	12 12	12 10	18 2	18 4	—	—
Moffla . . . . .	—	—	—	—	12 2	12 2	13 5	13 5	—	—	—	—
Arakan—												
Sandway . . . . .	—	—	—	—	15 —	15 12	16 4	21 —	—	—	—	—
Kyaukpada . . . . .	—	—	—	—	10 8	10 8	12 —	12 8	—	—	—	—
Akyab . . . . .	—	—	—	—	15 —	15 —	16 —	16 —	—	—	—	—
<b>Assam—</b>												
Surma—												
Silhet . . . . .	—	—	—	—	15 12	15 12	17 8	17 4	—	—	—	—
Cachar . . . . .	8 —	8 —	—	—	8 —	8 —	16 —	16 —	—	—	—	—
Hill tracts—												
Khasi and Jaintia Hills .	6 5	6 7	—	—	6 1	6 1	8 1	8 1	—	—	—	—
Garo Hills . . . . .	—	—	—	—	4 6	4 8	20 —	20 —	—	—	—	—
Manipur . . . . .	—	—	—	—	20 —	21 —	22 —	27 —	—	—	—	—
Brahmaputra—												
Goalpara . . . . .	14 —	14 —	—	—	6 —	6 —	17 —	16 —	—	—	—	—
Kamrup . . . . .	9 —	9 8	—	—	10 8	10 —	10 —	16 —	—	—	—	—
Darrang . . . . .	9 —	9 —	—	—	11 —	11 —	12 2	12 —	—	—	—	—
Sowgong . . . . .	—	—	—	—	6 12	6 12	16 —	16 —	—	—	—	—
Sibsagar . . . . .	—	—	—	—	6 —	6 4	12 —	12 —	—	—	—	—
Lakhimpur . . . . .	8 8	8 8	—	—	6 8	6 8	14 —	14 —	—	—	—	—
<b>Bengal—</b>												
Eastern Hill tracts—												
Naga Hills . . . . .	—	—	—	—	5 —	5 —	12 —	12 —	—	—	—	—
Eastern—												
Bacherganj . . . . .	—	—	—	—	14 —	14 —	15 —	15 —	—	—	—	—
Noakhali . . . . .	—	—	—	—	11 —	10 10	16 —	16 2	—	—	—	—
Chittagong . . . . .	—	—	—	—	12 —	11 —	14 2	14 —	—	—	—	—
Tippah . . . . .	—	—	—	—	10 —	10 —	12 2	12 2	—	—	—	—
Dacca . . . . .	14 —	14 8	23 —	22 —	12 —	12 —	12 —	12 4	—	—	—	—
Maimensingh . . . . .	12 8	12 8	10 —	9 8	14 —	14 —	12 —	12 —	—	—	—	—
Deltic—												
Khalua . . . . .	—	—	—	—	15 —	15 —	19 —	19 —	—	—	—	—
24-Parganna . . . . .	—	—	—	—	10 —	10 —	14 —	14 8	—	—	—	—
Midnapur . . . . .	18 —	18 —	—	—	14 —	14 —	16 —	16 —	—	—	—	—
Howrah . . . . .	—	—	—	—	10 8	10 8	14 —	14 —	—	—	—	—
Calcutta . . . . .	12 4	12 4	17 12	17 12	6 —	6 —	19 4	12 4	27 12	18 —	17 12	18 —
Hoochly . . . . .	14 —	14 —	—	—	8 —	8 —	14 —	14 —	—	—	—	—
Nadia (Krishnagach) . . .	18 12	20 —	20 11	22 —	6 2	6 11	15 9	16 9	—	—	—	—
Jessore . . . . .	10 —	12 —	14 —	15 —	12 —	12 —	19 —	18 8	—	—	—	—
Faridpur . . . . .	18 —	18 —	20 —	20 —	6 8	6 —	19 —	20 —	—	—	—	—



the number of ares (of 80 tolas) and chittacks sold for one rupee.)

MARUA OR RAGI (Eleusine cor- cana).		KANGRI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arabianum).		MAISE (Zea Mays).		ARHAR, OR THUR, CADJAN PNA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	...	...	...	...	...	...	18 14	16 14	Tenasserim—
...	...	...	...	...	...	...	...	...	...	14 —	14 —	Mergul.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amharat.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (delta)—
...	...	...	...	...	...	...	...	...	...	...	...	Poga.
...	...	...	...	...	...	...	...	...	...	...	...	Bangoon.
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (inland)—
...	...	...	...	...	...	...	...	...	...	...	...	Tarawadi.
...	...	...	...	...	...	...	...	...	...	...	...	Benzada.
...	...	...	...	...	...	...	...	...	...	...	...	Frome.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo.
...	...	...	...	...	...	...	...	...	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokka.
...	...	...	...	...	...	...	...	...	...	...	...	Mektila.
...	...	...	...	...	...	...	...	...	...	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	...	...	Sandoway.
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	...	...	...	...	...	...	...	...	Hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	...	...	...	...	...	...	...	...	Brakmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Kamrup.
...	...	...	...	...	...	...	...	...	...	...	...	Darrang.
...	...	...	...	...	...	...	...	...	...	...	...	Newgong.
...	...	...	...	...	...	...	...	...	...	...	...	Sibsagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Backerganj.
...	...	...	...	...	...	...	...	...	...	...	...	Noakhali.
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Tippura.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	...	...	...	...	...	...	...	...	Deltic—
...	...	...	...	...	...	...	...	...	...	...	...	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	24 Parganas.
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Howrah.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	...	...	Hooghly.
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Krisbagnar).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUK (Andropogon sorghum).		BAJRA OR CHHBU (Pennisetum typhoides).	
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Best sort.	Common.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
Central—												
Bankura . . . . .	18 —	18 —	20 —	—	18 4	18 4	17 8	18 12	—	—	—	—
Bardwan . . . . .	18 8	18 8	—	—	15 —	15 —	16 8	17 —	—	—	—	—
Birbhum . . . . .	18 —	18 —	—	—	15 —	15 —	18 —	18 —	—	—	—	—
Murshidabad . . . . .	19 — and 21 4	21 —	22 —	23 —	15 —	15 —	18 —	19 —	—	—	—	—
Ranthal Parganas . . . . .	14 8	14 8	20 —	22 —	12 8	14 8	20 —	23 —	—	—	—	—
Pabna . . . . .	22 8	22 8	25 —	25 —	7 —	7 —	16 —	18 12	—	—	—	—
Dogra . . . . .	16 8	16 8	—	—	15 —	15 —	22 8	22 8	—	—	—	—
Rajshahi . . . . .	21 6	25 8	42 —	45 —	15 12	12 —	19 8	19 3	—	—	—	—
Malda . . . . .	23 —	18 —	—	—	10 —	10 —	20 —	20 —	—	—	—	—
Northern—												
Rangpur . . . . .	12 —	12 —	—	—	10 —	10 —	19 —	19 —	—	—	—	—
Dinajpur . . . . .	16 —	16 —	16 —	16 —	12 —	13 10	20 —	21 10	—	—	—	—
Jalpaiguri . . . . .	18 —	18 —	—	—	8 —	8 —	15 —	16 —	—	—	—	—
Hills—												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	8 8	8 8	14 —	14 —	—	—	—	—
Orissa—												
Puri . . . . .	12 —	11 —	—	—	11 —	8 —	14 8	15 6	—	—	—	—
Cuttack . . . . .	14 7	12 2	—	—	10 8	10 8	16 8	16 6	—	—	—	—
Balasore . . . . .	16 —	16 —	10 —	10 8	12 —	14 —	18 —	18 —	—	—	—	—
Chota-Nagpur—												
Singbhum . . . . .	8 —	8 —	—	—	16 —	16 —	20 —	20 —	—	—	—	—
Manbhum . . . . .	14 —	14 —	24 —	26 —	12 8	12 8	21 8	23 —	—	—	—	—
to to	8 —	8 —	—	—	8 —	8 —	—	—	—	—	—	—
Lohardaga . . . . .	17 —	18 —	22 —	22 —	12 —	14 —	18 —	20 —	—	—	—	—
Falgun . . . . .	20 4	21 6	30 6	30 6	18 —	18 —	20 11	20 4	—	—	—	—
Hazribagh . . . . .	16 —	16 —	24 —	24 —	8 —	8 —	18 —	18 —	—	—	—	—
Bihar, south—												
Monghyr . . . . .	21 4	21 4	27 —	27 —	11 8	11 8	14 14	14 12	—	—	—	—
Gaya . . . . .	20 —	19 —	22 —	26 4	11 —	9 4	18 —	18 —	25 —	25 —	—	—
Patna . . . . .	19 —	20 —	28 —	30 —	15 —	18 —	20 —	21 —	25 —	25 —	—	—
to to	17 —	17 —	—	—	8 —	8 —	18 —	18 —	—	—	—	—
to to	18 —	18 —	—	—	9 —	9 —	18 —	17 —	—	—	—	—
Bihar, north—												
Patna . . . . .	20 —	18 —	—	—	15 —	15 —	17 —	16 6	—	—	—	—
to to	17 12	17 12	30 4	30 8	18 4	14 —	16 8	16 8	—	—	—	—
Darbhanga . . . . .	14 —	17 —	24 —	25 —	9 —	9 8	12 —	14 —	—	—	—	—
Munsterpur . . . . .	16 —	17 —	25 —	—	8 —	8 —	14 —	14 —	—	—	—	—
Baran . . . . .	17 —	18 —	25 —	25 —	8 —	8 —	15 —	15 —	21 —	21 —	—	—
Champan . . . . .	14 —	15 —	31 —	31 —	7 —	8 8	13 —	12 8	—	—	—	—
<b>N.-W. Provinces—</b>												
Eastern—												
Muzaffarpur . . . . .	17 8	17 8	26 —	28 —	11 —	11 —	15 —	15 —	24 —	24 —	24 —	24 —
Benares . . . . .	16 10	16 6	25 12	25 11 4	8 8 4	8 8 4	18 18	18 9	24 —	24 8 4	21 15	22 3
Ghazipur . . . . .	16 14	16 14	22 12	24 8	7 10	7 10	18 10	18 6	23 12	22 12	20 4	20 3
Jannpur . . . . .	18 8	19 —	28 8	29 —	7 —	7 —	14 8	14 8	—	—	—	—
Allahabad . . . . .	14 12	16 —	24 4	24 —	9 —	9 —	12 —	12 —	23 —	20 9	20 —	18 6
Central—												
Banda . . . . .	16 4	16 —	23 —	23 8	5 —	—	13 8	13 8	25 —	25 —	25 —	26 —
Fatehpur . . . . .	17 —	17 4	26 —	26 8	10 —	—	14 —	14 —	—	—	—	—
Hamirpur . . . . .	18 —	18 —	20 8	20 —	8 —	8 —	11 8	11 —	24 —	25 12	24 —	25 12
Jaloun . . . . .	17 —	16 —	26 —	27 —	8 —	8 —	19 —	12 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	17 4	17 8	25 —	27 8	8 —	—	18 —	18 —	27 —	28 —	24 —	25 —
Jhansi . . . . .	16 —	16 4	27 —	27 —	8 —	8 —	12 4	12 4	23 8	25 8	24 —	24 12
Etawah . . . . .	18 12	17 12	24 8	24 12	8 —	8 —	18 —	18 —	23 8	25 8	24 8	25 8
Farukhabad . . . . .	18 8	18 1	31 8	30 —	4 12	4 12	12 15	14 8	—	—	—	27 4
Meerut . . . . .	19 12	19 4	29 8	32 8	4 8	—	11 —	11 —	25 8	27 8	30 8	32 8
Etah . . . . .	20 8	20 —	32 —	35 8	4 8	4 8	12 —	12 —	—	33 8	—	30 —
Western—												
Meerut . . . . .	17 8	17 —	24 —	24 —	5 —	5 —	12 —	12 —	20 —	22 —	21 —	21 —
Agra . . . . .	17 —	18 8	26 —	26 —	8 —	8 —	12 —	12 —	25 —	25 —	23 8	23 8
Mottra . . . . .	18 4	18 —	29 2	29 12	7 12	7 8	13 4	14 2	24 8	25 8	23 —	23 8
Aligarh . . . . .	19 —	18 —	25 —	31 —	5 8	5 8	—	—	23 8	—	23 —	23 —
Bulandshahr . . . . .	20 12	20 —	31 —	35 —	5 —	5 —	12 —	12 —	23 —	23 —	25 —	25 —
Subsidiary, east—												
Balla . . . . .	17 8	16 —	20 —	23 —	9 —	7 —	15 —	14 —	23 —	25 —	21 —	20 —
Amangah . . . . .	17 1	16 —	28 14	24 5	8 14	4 7	14 —	14 8	—	23 1	—	—
Gorakhpur . . . . .	18 7	17 4	28 —	25 2	12 5	12 3	15 5	14 12	24 6	27 —	24 8	23 8
Barli . . . . .	20 —	19 8	30 —	30 —	10 —	10 —	15 4	15 4	—	—	—	—



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MADRA OR BAGI (Eleusine cor- deacea).		KANGNI OR KARUN, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNDAY (Cicer arabianum).		MAIZE (Zea Mays).		ARHAR, OR PECE, CADJAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				15 —	15 —			13 12	12 —	10 —	10 —	Bengal—continued.
				24 —	21 8			10 —	14 —	12 4	12 4	Central—
				26 4	26 —			15 —	14 —	10 8	10 8	Baekura.
				32 —	32 —			18 —	18 —	11 —	11 —	Hardwar.
				30 —	31 —	30 —	32 —	30 —	25 —	10 —	10 8	Birbhum.
				26 4	23 4			12 8	12 8	9 12	9 12	Murshidabad.
				34 —	19 8			9 12	9 12	9 12	9 12	Saonthal Parganas.
				33 12	24 — and 33 12			34 8	26 4	9 12	9 12	Pabna.
				35 —	23 —			14 —	14 —	9 8	9 8	Sogra.
				20 —	20 —	21 —	21 —	8 —	9 —	9 —	9 —	Rajshahi.
				19 —	19 —			16 8	16 8	10 10	10 10	Mald.
				30 —	17 8			12 —	12 —	10 —	10 —	Northern—
14 —	14 —			12 —	11 4	24 —	24 —	8 —	8 —	8 —	8 —	Bangpur.
				15 12	16 —			10 8	8 2	18 4	19 4	Dinajpur.
				18 8	18 8			31 —	31 —	10 12	10 12	Jalpaiguri.
				18 —	16 —			30 8	30 8	11 4	10 4	Hills—
				9 —	9 —			10 —	10 —	7 —	7 —	Darjeeling.
				19 —	18 —			34 —	14 —	10 —	11 —	Orissa—
				17 —	20 —	26 —	26 —	11 —	11 —	9 8	9 8	Puri.
28 —	30 —			18 —	23 11	27 —	30 8	13 —	13 —	8 7	8 6	Outack.
30 7	33 12			27 —	24 —	34 —	34 —	12 8	12 8	9 —	9 —	Balasore.
30 —	28 —			24 —	24 —	34 —	34 —	12 8	12 8	9 —	9 —	Chota-Nagpur—
				28 8	29 12	35 —	35 —	13 12	13 12	10 —	10 —	Singbhum.
		18 —	18 —	26 —	26 —	35 —	35 —	14 —	14 —	10 —	10 —	Manbhum.
		30 —	20 —	28 —	26 —			27 —	27 —	10 8	10 8	Lohardaga.
				28 —	26 —			11 —	11 —	10 8	10 8	Palaman.
				28 —	26 —			11 —	11 —	10 8	10 8	Hastribagh.
				28 —	26 —			11 —	11 —	10 8	10 8	Bihar, south—
				28 —	26 —			11 —	11 —	10 8	10 8	Monghyr.
				28 —	26 —			11 —	11 —	10 8	10 8	Gaya.
				28 —	26 —			11 —	11 —	10 8	10 8	Patna.
				28 —	26 —			11 —	11 —	10 8	10 8	Shahabad.
				28 —	26 —			11 —	11 —	10 8	10 8	Bihar, north—
				28 —	26 —			11 —	11 —	10 8	10 8	Furness.
				28 —	26 —			11 —	11 —	10 8	10 8	Bhagalpur.
				28 —	26 —			11 —	11 —	10 8	10 8	Darbhanga.
				28 —	26 —			11 —	11 —	10 8	10 8	Munshypur.
				28 —	26 —			11 —	11 —	10 8	10 8	Baran.
				28 —	26 —			11 —	11 —	10 8	10 8	Champaran.
				28 —	26 —			11 —	11 —	10 8	10 8	M.-W. Provinces—
				28 —	26 —			11 —	11 —	10 8	10 8	Eastern—
				28 —	26 —			11 —	11 —	10 8	10 8	Mirzapur.
				28 —	26 —			11 —	11 —	10 8	10 8	Bonares.
				28 —	26 —			11 —	11 —	10 8	10 8	Ohanpur.
				28 —	26 —			11 —	11 —	10 8	10 8	Jamnapur.
				28 —	26 —			11 —	11 —	10 8	10 8	Allahabad.
				28 —	26 —			11 —	11 —	10 8	10 8	Central—
				28 —	26 —			11 —	11 —	10 8	10 8	Banda.
				28 —	26 —			11 —	11 —	10 8	10 8	Fatehpur.
				28 —	26 —			11 —	11 —	10 8	10 8	Hamirpur.
				28 —	26 —			11 —	11 —	10 8	10 8	Jalsau.
				28 —	26 —			11 —	11 —	10 8	10 8	Gawnpore.
				28 —	26 —			11 —	11 —	10 8	10 8	Jhansi.
				28 —	26 —			11 —	11 —	10 8	10 8	Etawah.
				28 —	26 —			11 —	11 —	10 8	10 8	Farukhabad.
				28 —	26 —			11 —	11 —	10 8	10 8	Muzaffari.
				28 —	26 —			11 —	11 —	10 8	10 8	Etah.
				28 —	26 —			11 —	11 —	10 8	10 8	West—
				28 —	26 —			11 —	11 —	10 8	10 8	Meerut.
				28 —	26 —			11 —	11 —	10 8	10 8	Agra.
				28 —	26 —			11 —	11 —	10 8	10 8	Muttia.
				28 —	26 —			11 —	11 —	10 8	10 8	Aligarh.
				28 —	26 —			11 —	11 —	10 8	10 8	Bulandshahr.
				28 —	26 —			11 —	11 —	10 8	10 8	Submontane, east—
				28 —	26 —			11 —	11 —	10 8	10 8	Bellia.
				28 —	26 —			11 —	11 —	10 8	10 8	Assengarh.
				28 —	26 —			11 —	11 —	10 8	10 8	Gumkhar.
				28 —	26 —			11 —	11 —	10 8	10 8	Basti.



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		RAJRA OR CUMBU (Pennisetum typhodesum).	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>N.-W. Provinces—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	20 4	19 8	34 —	34 —	10 4	10 4	14 4	14 4	20 —	20 —	25 —	25 —
Budaun . . . . .	19 8	18 12	30 2	30 2	13 8	14 —	—	—	20 —	20 —	25 —	25 —
Pilibiti . . . . .	19 8	17 8	27 8	27 8	5 4	5 4	16 6	16 6	20 —	20 —	25 —	25 —
Bareilly . . . . .	18 7	17 8	27 8	27 8	6 4	6 14	11 18	11 13	25 —	25 4	30 —	30 12
Moradabad . . . . .	19 12	19 6	32 8	30 12	5 4	5 4	13 —	13 —	31 —	31 —	34 4	34 8
Bijnor . . . . .	19 2	16 2	31 8	28 2	4 8	4 —	11 4	11 4	—	—	—	21 8
Muzaffarnagar . . . . .	19 9	19 4	35 —	33 —	—	—	12 2	11 8	20 —	—	—	—
Saharanpur . . . . .	20 15	16 12	32 12	29 8	4 12	4 12	11 4	11 4	22 9	22 9	26 7	26 10
Dehra-Dun . . . . .	17 8	17 8	27 8	27 8	6 4	6 10	11 1	11 13	17 —	16 —	15 94	16 —
<i>Hills—</i>												
Naini Tal . . . . .	13 —	13 —	22 —	21 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora . . . . .	11 4	11 8	17 —	17 —	4 —	5 —	9 8	10 8	—	—	—	—
Garkwal . . . . .	13 —	13 —	16 —	14 —	7 —	7 —	10 8	11 —	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh . . . . .	20 8	21 —	28 —	28 —	—	—	14 8	14 8	34 —	—	24 —	—
Saltanpur . . . . .	20 —	20 8	28 8	28 8	8 —	8 —	15 8	16 —	26 —	26 —	20 —	20 —
Bac-Bareilly . . . . .	19 4	19 12	26 8	26 —	5 —	5 —	15 2	15 12	25 —	25 —	22 —	22 —
Unao . . . . .	18 8	18 8	26 —	25 —	8 —	8 —	14 —	14 —	26 —	26 —	22 —	22 —
Lucknow . . . . .	19 —	18 12	26 8	21 —	5 8	5 8	13 8	14 —	31 —	31 —	26 8	27 —
Hardoi . . . . .	20 8	22 —	24 —	25 —	—	—	16 —	16 —	—	25 —	30 —	30 —
<i>Northern—</i>												
Fyzabad . . . . .	18 8	18 8	27 —	26 —	12 —	12 —	15 —	15 —	33 —	31 —	19 8	22 8
Barabanki . . . . .	18 8	18 8	26 —	24 —	—	—	14 —	14 —	26 —	26 —	24 —	24 —
Gonda . . . . .	20 12	20 8	34 —	33 —	—	—	16 8	16 2	25 —	25 8	24 —	26 —
Bahraich . . . . .	20 —	18 —	40 —	39 —	7 —	7 —	15 —	16 —	42 —	40 —	27 —	28 —
Sitapur . . . . .	19 4	18 12	38 —	35 —	6 —	6 —	13 —	14 —	—	—	—	—
Kheri . . . . .	19 —	20 8	30 —	28 —	2 —	5 —	14 —	15 —	40 —	40 —	—	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh . . . . .	20 5	20 5	31 4	31 4	7 15	7 13	14 1	14 1	31 4	27 8	—	18 12
Banswara . . . . .	17 8	15 5	12 8	12 8	6 4	5 10	12 8	14 8	—	—	—	—
Maywar (Udaipur) . . . . .	18 8	14 7	22 4	21 7	8 8	8 9	9 8	9 8	28 2	26 14	14 13	15 8
<i>Hilly Tracts of Maywar (Dahargarh)—</i>												
Surahi . . . . .	12 4	12 4	20 —	21 —	5 8	5 8	7 —	7 —	14 —	13 —	16 —	14 —
Beinpura . . . . .	14 —	14 2	21 10	21 10	8 10	8 10	9 3	9 3	20 8	20 6	16 4	16 4
Ajmere . . . . .	14 24	14 24	20 54	19 104	4 54	6 54	9 10	9 34	20 8	21 —	17 104	17 24
Abu . . . . .	12 154	12 34	18 7	17 10	6 10	5 12	7 6	7 4	—	—	18 11	18 8
Kishangarh . . . . .	14 —	13 4	19 4	18 —	5 8	5 8	6 8	6 8	19 8	19 13	18 4	17 12
Bundi . . . . .	10 8	16 4	28 8	28 4	5 8	6 8	9 —	9 —	31 2	30 12	20 8	20 8
Kotah . . . . .	19 —	19 12	28 —	28 —	8 10	7 —	8 6	8 12	32 —	33 4	19 12	19 12
Jhalgaon . . . . .	17 74	17 —	22 154	23 14	7 10	7 10	11 144	12 —	29 144	30 —	20 24	20 24
Tonk . . . . .	14 6	14 —	18 12	20 —	4 —	4 —	7 —	7 —	21 12	21 —	—	—
Jaipur . . . . .	12 12	12 —	18 4	18 12	4 4	4 4	6 8	6 8	21 —	19 —	16 12	16 8
Keroli . . . . .	18 4	15 —	23 2	23 10	9 11	9 1	10 16	9 11	25 —	27 8	23 12	23 12
Dholpur . . . . .	16 54	16 —	24 14	27 —	9 —	9 —	10 2	10 2	24 114	26 8	25 54	26 8
Bharatpur . . . . .	16 15	16 12	25 10	29 2	5 —	5 —	8 —	8 —	27 5	29 4	25 12	25 12
Alwar . . . . .	15 15	15 8	24 144	23 7	5 12	5 12	8 4	8 4	33 —	23 4	21 —	20 8
Dauli Cantonment . . . . .	16 8	15 5	21 8	21 11	4 —	4 —	6 —	6 —	34 4	24 —	22 13	22 13
Nasirabad Cantonment . . . . .	14 —	14 —	—	—	7 —	7 —	9 —	9 —	20 —	22 8	18 8	18 8
Balmer . . . . .	13 —	13 —	—	—	5 8	5 8	7 8	7 8	—	—	15 —	15 —
Aradra . . . . .	14 34	12 54	—	—	5 8	6 8	7 8	7 10	—	—	—	—
Shabpara . . . . .	15 10	14 6	—	—	6 8	6 8	7 8	7 10	—	—	—	—
Shabpara . . . . .	14 —	14 —	19 8	19 —	7 8	7 —	10 —	—	28 —	28 —	18 —	18 —
<b>Western—</b>												
Jodhpur . . . . .	12 12	12 12	18 1	18 1	6 15	6 15	7 94	7 94	17 12	17 12	15 114	15 114
Jaisalmer . . . . .	18 7	18 7	—	—	—	—	—	—	—	—	—	—
Bikaner . . . . .	12 54	12 —	14 54	15 8	2 12	2 12	5 94	6 —	—	—	15 8	12 8
<b>Central India—</b>												
<i>Indore—</i>												
Kumach Cantonment . . . . .	15 8	14 8	24 —	24 —	2 4	2 4	9 4	9 4	26 8	27 —	22 —	22 —
Gwalior . . . . .	15 8	15 8	—	—	7 —	7 —	8 —	8 —	26 —	25 —	22 —	22 —
Gwalior . . . . .	10 54	10 14	18 94	10 144	5 5	5 124	6 6	6 104	19 64	19 104	19 2	18 1
<b>Punjab—</b>												
<i>South—</i>												
Rohtak . . . . .	18 —	18 —	26 —	25 —	—	—	10 —	10 —	20 —	20 —	18 —	18 —
Ferozepur . . . . .	18 —	18 —	22 —	22 —	—	—	10 —	10 —	20 —	20 —	20 —	20 —
<i>Central—</i>												
Lahore . . . . .	17 —	16 —	33 —	34 —	—	—	18 —	12 —	21 —	22 —	21 —	20 —
Amritsar . . . . .	17 —	17 —	32 —	32 —	—	—	18 —	18 —	25 —	25 —	20 —	20 —
Guwail . . . . .	18 —	17 —	32 —	32 —	—	—	10 —	11 —	24 —	24 —	24 —	24 —
Jullundur . . . . .	17 —	17 —	32 —	32 —	—	—	12 —	12 —	24 —	25 —	25 —	25 —



represent the number of sera (of 80 talas) and chittacks sold for one rupee.)

MADRAS, OR MALI (Flowing down rivers).		KARNATI OR KARNI, ITALIAN WILLI (Briar station).		GRAN, CHENNA, CHOLA, KADALAY OR KUNAGA (Clear crabapple).		MAHAR (See Maps).		ANNAH, OR THUR, CABIAN PEA (Cajanus indicus).		SALT.		DIVISION.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	25 —	21 —	...	...	19 —	12 —	11 4	11 4	N.W. Province—contd. Submontane, west— Shahjahanpur.
...	...	13 —	15 —	24 5	25 —	35 —	25 —	20 —	19 —	10 12	10 12	Badaun.
...	...	15 12	21 4	20 —	18 7	35 —	35 —	16 4	13 12	11 —	11 —	Philib.
...	...	15 —	16 —	19 —	19 —	36 —	36 —	15 —	15 —	11 —	11 —	Bareilly.
...	...	...	...	18 2	18 9	...	28 2	13 8	13 8	11 —	11 —	Moradabad.
...	...	...	...	20 11	19 4	30 —	30 —	14 5	14 5	11 4	11 4	Bijnor.
25 7	25 9	23 10	23 10	20 15	18 8	33 4	27 11	13 15	13 15	11 4	11 4	Muzaffarnagar.
26 8	26 8	...	...	19 4	17 4	23 8	26 8	15 —	14 —	10 8	10 8	Rahbarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Dehra-Dun.
16 —	16 —	...	...	13 —	13 8	...	...	10 —	10 —	8 —	8 —	Hills—
...	...	...	...	12 4	12 4	...	...	11 —	11 —	8 4	8 4	Naini Tal.
...	...	...	...	9 —	10 —	...	...	7 —	8 —	7 —	7 —	Almora.
...	...	...	...	...	...	...	...	...	...	...	...	Gairwal.
...	...	...	...	27 —	27 —	...	...	13 —	13 —	11 —	11 —	Oudh—
...	...	...	...	28 —	28 —	...	...	18 —	18 —	11 —	11 —	Southern—
26 —	25 —	25 —	25 —	25 2	28 8	25 —	25 —	18 —	18 —	10 8	10 8	Partabgarh.
...	...	...	...	26 —	26 —	28 —	28 —	18 —	18 —	11 —	11 —	Sultanpur.
...	...	25 —	25 8	24 8	28 —	32 —	32 —	21 8	17 —	11 —	11 —	Rao-Bareilly.
...	...	...	...	26 —	25 —	...	...	20 —	18 —	10 8	10 6	Unao.
...	...	22 —	22 —	24 —	23 8	29 8	29 8	19 —	19 —	11 —	11 —	Lucknow.
...	...	...	...	24 8	23 8	33 —	33 —	18 8	18 8	10 8	10 8	Hardoi.
...	...	...	...	25 —	25 —	...	...	19 —	19 —	11 —	11 —	Northern—
...	...	...	...	26 —	26 —	...	...	20 —	20 —	11 —	11 —	Fyzabad.
...	...	...	...	27 —	27 —	...	...	21 —	21 —	11 —	11 —	Barabanki.
...	...	...	...	28 —	28 —	...	...	22 —	22 —	11 —	11 —	Gonda.
...	...	...	...	29 —	29 —	...	...	23 —	23 —	11 —	11 —	Bahraich.
...	...	...	...	30 —	30 —	...	...	24 —	24 —	11 —	11 —	Sitapur.
...	...	...	...	31 —	31 —	...	...	25 —	25 —	11 —	11 —	Kheri.
...	...	...	...	32 —	32 —	...	...	26 —	26 —	11 —	11 —	Rajputana—
...	...	...	...	33 —	33 —	...	...	27 —	27 —	11 —	11 —	Eastern—
...	...	...	...	34 —	34 —	...	...	28 —	28 —	11 —	11 —	Partabgarh.
...	...	...	...	35 —	35 —	...	...	29 —	29 —	11 —	11 —	Banwar.
...	...	...	...	36 —	36 —	...	...	30 —	30 —	11 —	11 —	Mewar (Udaipur).
...	...	...	...	37 —	37 —	...	...	31 —	31 —	11 —	11 —	Hilly Tracts of Mewar
...	...	...	...	38 —	38 —	...	...	32 —	32 —	11 —	11 —	(Dungarpur).
...	...	...	...	39 —	39 —	...	...	33 —	33 —	11 —	11 —	Biroli.
...	...	...	...	40 —	40 —	...	...	34 —	34 —	11 —	11 —	Erinpore.
...	...	...	...	41 —	41 —	...	...	35 —	35 —	11 —	11 —	Ajmere.
...	...	...	...	42 —	42 —	...	...	36 —	36 —	11 —	11 —	Abu.
...	...	...	...	43 —	43 —	...	...	37 —	37 —	11 —	11 —	Kishangarh.
...	...	...	...	44 —	44 —	...	...	38 —	38 —	11 —	11 —	Bundi.
...	...	...	...	45 —	45 —	...	...	39 —	39 —	11 —	11 —	Kotah.
...	...	...	...	46 —	46 —	...	...	40 —	40 —	11 —	11 —	Jhalawar.
...	...	...	...	47 —	47 —	...	...	41 —	41 —	11 —	11 —	Tunk.
...	...	...	...	48 —	48 —	...	...	42 —	42 —	11 —	11 —	Jaipur.
...	...	...	...	49 —	49 —	...	...	43 —	43 —	11 —	11 —	Keranki.
...	...	...	...	50 —	50 —	...	...	44 —	44 —	11 —	11 —	Dholpur.
...	...	...	...	51 —	51 —	...	...	45 —	45 —	11 —	11 —	Bharatpur.
...	...	...	...	52 —	52 —	...	...	46 —	46 —	11 —	11 —	Alwar.
...	...	...	...	53 —	53 —	...	...	47 —	47 —	11 —	11 —	Deoli Cantonment.
...	...	...	...	54 —	54 —	...	...	48 —	48 —	11 —	11 —	Nasirabad Cantonment.
...	...	...	...	55 —	55 —	...	...	49 —	49 —	11 —	11 —	Balmor.
...	...	...	...	56 —	56 —	...	...	50 —	50 —	11 —	11 —	Anand.
...	...	...	...	57 —	57 —	...	...	51 —	51 —	11 —	11 —	Shahpura.
...	...	...	...	58 —	58 —	...	...	52 —	52 —	11 —	11 —	Western—
...	...	...	...	59 —	59 —	...	...	53 —	53 —	11 —	11 —	Jodhpur.
...	...	...	...	60 —	60 —	...	...	54 —	54 —	11 —	11 —	Jaisalmer.
...	...	...	...	61 —	61 —	...	...	55 —	55 —	11 —	11 —	Bikaner.
...	...	...	...	62 —	62 —	...	...	56 —	56 —	11 —	11 —	Central India—
...	...	...	...	63 —	63 —	...	...	57 —	57 —	11 —	11 —	Indore.
...	...	...	...	64 —	64 —	...	...	58 —	58 —	11 —	11 —	Nimach Cantonment.
...	...	...	...	65 —	65 —	...	...	59 —	59 —	11 —	11 —	Gwalior.
...	...	...	...	66 —	66 —	...	...	60 —	60 —	11 —	11 —	Panjab—
...	...	...	...	67 —	67 —	...	...	61 —	61 —	11 —	11 —	Southern—
...	...	...	...	68 —	68 —	...	...	62 —	62 —	11 —	11 —	Hisar.
...	...	...	...	69 —	69 —	...	...	63 —	63 —	11 —	11 —	Ferozpur.
...	...	...	...	70 —	70 —	...	...	64 —	64 —	11 —	11 —	Central—
...	...	...	...	71 —	71 —	...	...	65 —	65 —	11 —	11 —	Lahore.
...	...	...	...	72 —	72 —	...	...	66 —	66 —	11 —	11 —	Gujranwala.
...	...	...	...	73 —	73 —	...	...	67 —	67 —	11 —	11 —	Gujrat.
...	...	...	...	74 —	74 —	...	...	68 —	68 —	11 —	11 —	Jhelam.

Not sold.

† Not produced.

‡ Not procurable.

§ Mashed.

|| Unbaked.



## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.	Previous half-month.	Common.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Punjab—continued.</b>												
South-eastern—												
Gurgaon . . . . .	17 —	17 —	26 —	26 —	—	—	10 —	10 —	23 —	22 —	20 —	20 —
Delhi . . . . .	18 —	18 —	26 —	26 —	—	—	12 —	12 —	23 —	22 —	20 —	20 —
Rohatki . . . . .	18 —	17 —	26 —	25 —	—	—	14 —	13 —	22 —	21 —	20 —	20 —
Karnal . . . . .	20 —	20 —	30 —	30 —	—	—	10 —	10 —	25 —	25 —	20 —	20 —
Submontane—												
Ambala . . . . .	20 —	19 —	34 —	34 —	—	—	10 —	12 —	20 —	20 —	22 —	22 —
Ludhiana . . . . .	19 —	20 —	32 —	30 —	—	—	11 —	11 —	22 —	22 —	21 —	21 —
Jalandhar . . . . .	20 —	21 —	30 —	27 —	—	—	8 —	11 —	22 —	24 —	19 —	19 —
Hoshiarpur . . . . .	21 —	21 —	30 —	27 —	—	—	12 —	12 —	23 —	23 —	18 —	18 —
Gurdaspur . . . . .	20 —	20 —	40 —	38 —	—	—	12 —	12 —	24 —	24 —	—	—
Amritsar . . . . .	19 —	19 —	27 —	24 —	—	—	11 —	11 —	19 —	20 —	21 —	20 —
Bialkot . . . . .	17 —	18 —	31 —	31 —	—	—	14 —	14 —	27 —	26 —	23 —	23 —
Hills—												
Simla . . . . .	18 —	14 —	17 —	19 —	—	—	9 —	9 —	19 —	19 —	14 —	15 —
Kangra . . . . .	20 —	19 —	26 —	26 —	—	—	12 —	12 —	—	—	—	—
Northern—												
Rawalpindi . . . . .	17 —	18 —	29 —	26 —	—	—	10 —	10 —	26 —	21 —	21 —	20 —
Hazara . . . . .	15 —	17 —	29 —	29 —	—	—	12 —	12 —	26 —	21 —	20 —	20 —
Peshawar . . . . .	16 —	16 —	25 —	25 —	—	—	11 —	10 —	22 —	20 —	19 —	18 —
Kohat . . . . .	17 —	16 —	27 —	31 —	—	—	18 —	18 —	—	—	24 —	22 —
Banna . . . . .	23 —	22 —	43 —	35 —	—	—	14 —	14 —	41 —	41 —	26 —	26 —
Western—												
Maharajpur . . . . .	16 —	19 —	30 —	30 —	—	—	10 —	10 —	22 —	20 —	22 —	21 —
Jhang . . . . .	19 —	18 —	27 —	27 —	—	—	12 —	12 —	22 —	20 —	22 —	21 —
Multan . . . . .	10 —	16 —	21 —	25 —	—	—	16 —	14 —	24 —	26 —	23 —	23 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	—	—	12 —	12 —	—	—	—	—
Dera Ismael Khan . . . . .	19 —	20 —	25 —	25 —	—	—	9 —	8 —	25 —	25 —	23 —	23 —
Muzaffargarh . . . . .	17 —	17 —	24 —	26 —	—	—	13 —	12 —	21 —	20 —	24 —	23 —
Dera Ghazi Khan . . . . .	15 —	15 —	24 —	23 —	—	—	13 —	14 —	21 —	25 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	12 8	13 —	—	—	10 —	9 —	11 —	10 —	19 —	18 —	17 —	17 8
Hyderabad . . . . .	12 —	12 —	—	—	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Thar and Parkar (Dunaskot) . . . . .	18 —	12 —	—	—	18 —	18 —	19 —	19 —	15 —	14 —	17 —	18 —
Shikarpur . . . . .	16 —	15 —	—	—	8 —	8 —	9 —	9 —	27 —	27 —	34 —	35 —
Upper Sind Frontier . . . . .	14 —	13 —	—	—	10 —	10 —	11 —	11 —	23 —	27 8	37 —	35 —
Quetta . . . . .	14 8	14 —	—	—	—	—	—	—	—	—	—	—
to	15 12	15 8	17 14	17 8	4 8	4 —	8 —	8 —	20 —	20 8	18 —	18 6
<b>Bombay—</b>												
Konkan—												
Karwar . . . . .	10 8	10 8	—	—	9 8	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Ratnagiri . . . . .	8 2	8 2	—	—	11 10	11 10	12 10	12 10	11 11	11 11	12 4	13 4
Alibag . . . . .	—	—	—	—	—	—	—	—	—	—	—	—
Bombay . . . . .	8 7	8 7	—	—	7 10	7 10	10 6	10 6	14 11	14 11	14 8	14 8
Tanna . . . . .	11 14	11 14	—	—	12 —	12 —	12 15	12 15	—	—	16 8	16 8
Deccan—												
Dharwar . . . . .	17 7	14 11	—	—	13 14	14 5	14 6	14 18	24 9	24 9	23 6	23 1
Belgaum . . . . .	15 8	15 8	—	—	11 9	12 10	12 10	12 9	20 12	21 12	20 9	21 7
Satara . . . . .	18 14	17 6	—	—	9 9	10 6	11 10	11 10	21 14	21 10	19 7	19 7
Sholapur . . . . .	16 18	16 12	—	—	12 7	11 6	12 10	12 11	28 3	28 4	26 4	26 4
Bijapur . . . . .	17 12	17 12	—	—	8 6	8 5	12 6	12 6	28 6	28 6	26 3	26 3
Poona . . . . .	11 10	11 10	—	—	9 11	9 11	10 13	10 13	21 14	21 14	19 6	19 6
Khandesh—												
Ahmadnagar . . . . .	18 1	18 1	—	—	7 6	7 6	13 10	13 9	23 5	23 6	19 —	20 7
Nasik . . . . .	14 6	14 6	—	—	8 11	8 11	10 4	10 4	—	—	16 15	16 4
Dhule . . . . .	12 4	12 4	—	—	7 7	7 7	9 7	9 7	25 14	25 14	20 8	20 8
Gujarat—												
Surat . . . . .	18 8	12 8	—	—	7 8	7 6	9 13	8 13	23 2	21 11	17 1	17 9
Broach . . . . .	15 —	14 6	—	—	8 —	8 —	11 —	11 —	21 6	22 —	15 8	16 —
Kaira . . . . .	14 —	14 —	—	—	8 —	8 —	12 —	12 —	18 —	19 —	18 —	18 —
Baroda Cantonment . . . . .	11 9	11 8	—	—	7 —	7 —	9 —	9 —	19 —	20 —	16 —	16 —
Ahmadabad . . . . .	12 —	12 —	—	—	9 —	9 —	12 —	12 —	18 —	18 —	16 —	16 —
Gudhars . . . . .	12 6	10 —	—	—	10 —	9 —	11 8	10 8	—	—	19 —	17 —
Dist. Cantonment . . . . .	15 —	15 —	—	—	8 8	8 5	9 —	9 —	21 —	21 —	20 —	20 —
Edithawar—												
Rajkot . . . . .	18 —	16 —	—	—	6 11	6 11	10 —	10 —	18 3	18 3	15 6	15 6
<b>Central Provinces—</b>												
Western—												
Nimar . . . . .	15 1	16 1	—	—	8 12	8 12	13 8	12 8	29 12	27 8	—	—
Khandwa . . . . .	15 —	18 —	—	—	10 —	10 —	12 —	11 8	28 —	28 —	21 —	21 —
Rohangabad . . . . .	14 6	18 1	—	—	9 —	9 —	12 11	12 11	23 11	22 11	—	—
Betal . . . . .	16 —	16 —	—	—	12 —	12 —	14 6	14 6	23 —	24 —	—	—
Chhindwara . . . . .	15 8	10 —	—	—	10 —	10 —	19 —	19 —	20 —	23 —	—	—
Nagpur . . . . .	18 12	13 12	—	—	11 4	11 4	15 —	15 —	23 —	25 —	—	—
Wardha . . . . .	13 5	13 5	—	—	7 —	7 —	10 7	10 7	25 10	26 14	—	—

\* Not sold.

† Not produced.

‡ Not procurable.







## RETAIL PRICES FOR THE 1st HALF OF APRIL 1899—continued. (The figures)

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum.)		BAJRA OR KUMRU (Pennisetum typhoides.)	
					Best sort.		Common.					
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur . . . . .	14 11	13 11	...	...	10 30	12 13	12 —	12 13	21 5	21 5	...	...
Bangor . . . . .	14 8	14 8	...	...	12 8	13 6	13 6	14 2	24 —	24 —	...	...
Damoh . . . . .	10 —	15 —	...	...	13 5	13 5	14 1	14 1	21 10	20 —	...	...
Jubbulpore . . . . .	17 9	18 —	...	...	11 —	12 —	17 —	17 —	23 —	23 —	...	...
Mandla . . . . .	10 —	14 —	...	...	13 —	14 —	16 —	16 —	...	...	...	...
Seoni . . . . .	19 5	18 11	...	...	9 —	9 —	16 —	16 —	24 14	24 14	...	...
Balighat . . . . .	14 —	14 —	...	...	15 —	15 —	20 —	20 —	...	...	...	...
Bhandara . . . . .	16 5	16 4	...	...	...	...	16 4	16 4	...	...	...	...
Chanda . . . . .	12 9	12 9	...	...	...	...	15 8	16 8	25 5	25 5	...	...
<i>Eastern—</i>												
Bilaspur . . . . .	18 5	18 4	...	...	12 13	13 4	18 4	21 5	...	...	...	...
Raipur . . . . .	18 2	18 8	...	...	12 —	12 8	18 2	18 8	...	...	...	...
Rambalpur . . . . .	16 —	16 —	...	...	12 —	13 —	19 8	19 8	...	...	...	...
<i>Berar—</i>												
Buldana . . . . .	13 —	13 —	...	...	7 —	7 —	9 8	9 —	25 8	25 8	25 8	25 —
Basim . . . . .	14 4	13 12	...	...	7 —	7 —	12 —	12 —	25 8	25 8	...	...
Akola . . . . .	12 12	12 12	...	...	8 8	8 8	8 —	8 —	23 —	23 —	...	...
Khandwa . . . . .	11 —	11 —	...	...	6 —	6 —	8 —	8 —	27 —	27 —	20 —	20 —
Amraoti . . . . .	12 —	12 —	...	...	7 —	7 —	10 —	10 —	20 —	20 —	26 —	26 —
Wani . . . . .	11 —	10 —	...	...	7 —	7 —	8 —	8 —	21 —	21 —	20 —	18 —
<b>Nizam's Territories—</b>												
<i>Secunderabad—</i>												
Bularam . . . . .	9 14	9 14	...	...	5 14	5 14	6 9	7 2	19 13	21 —	19 12	19 12
Chadarghat . . . . .	10 6	10 8	...	...	5 4	5 4	10 5	11 4	21 —	22 8	...	...
Chadarghat . . . . .	9 10	9 19	...	...	6 4	6 4	9 12	9 14	22 5	22 8	22 8	22 8
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	12 8	12 2	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	13 11	13 11	...	...	...	...
<i>South central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	11 5	11 5	18 5	18 5	19 2	19 14
Nilgiris . . . . .	...	...	...	...	...	...	8 13	8 13	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 3	12 3	21 10	21 6	19 8	19 18
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	11 14	11 14	28 5	28 14	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 —	13 —	27 13	26 5	...	...
Cuddapah . . . . .	...	...	...	...	...	...	11 10	11 10	24 6	24 6	21 13	21 —
Karnul . . . . .	...	...	...	...	...	...	11 6	11 6	24 5	24 14	...	...
<i>East Coast, north—</i>												
Onajam . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Vizagapatnam . . . . .	...	...	...	...	...	...	11 —	12 2	...	...	21 14	22 18
Gulavari . . . . .	...	...	...	...	...	...	12 8	12 8	23 —	21 2	...	...
<i>East Coast, central—</i>												
Krishna . . . . .	...	...	...	...	...	...	15 6	15 6	20 8	20 8	...	...
Nellore . . . . .	...	...	...	...	...	...	16 —	16 2	20 10	23 14	16 13	16 14
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	12 13	12 13	17 5	16 10	...	...
Chingleput . . . . .	...	...	...	...	...	...	13 8	14 5	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	16 —	17 —	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	20 13	20 13
Tanjore . . . . .	...	...	...	...	...	...	13 13	13 8	...	...	26 6	26 6
Trichinopoly . . . . .	...	...	...	...	...	...	12 —	13 3	17 8	17 8	20 5	20 5
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	12 3	12 3	...	15 11	14 8	14 8
Madure . . . . .	...	...	...	...	...	...	13 13	13 13	16 3	16 3	15 6	14 11
<b>Mysoor—</b>												
Mysoor . . . . .	11 12	10 4	...	...	10 —	9 8	10 13	11 —	...	...	...	...
Bangalore . . . . .	10 8	11 —	10 —	10 —	8 7	8 —	10 8	10 —	25 —	25 —	...	...
Kolar . . . . .	8 —	6 —	6 —	6 —	8 —	8 —	10 —	10 —	...	...	...	...
Tumkur . . . . .	11 —	11 —	12 8	12 8	11 —	10 —	12 8	11 —	22 —	22 —	...	...
Hassan . . . . .	12 —	12 —	10 —	10 —	10 —	10 —	12 —	12 —	...	...	...	...
Maddur . . . . .	11 —	11 —	11 —	11 —	10 —	10 —	12 —	12 —	...	...	...	...
Shimoga . . . . .	11 9	12 10	...	...	9 7	9 7	14 11	14 11	20 8	20 8	...	...
Chitaldrug . . . . .	18 —	18 —	14 —	14 —	12 —	12 —	14 —	14 —	23 —	23 —	22 —	22 —
<b>Coorg—</b>												
Coorg . . . . .	9 —	8 —	8 8	7 —	8 8	10 —	11 —	12 3	...	...	...	...
<b>Aden . . . . .</b>												
Aden . . . . .	7 11	7 12	...	...	8 3	8 3	7 7	7 7	12 7	12 3	9 5	8 4

\* Not sold.



represent the number of sars (of 50 tolas) and chittucks sold for one rupee.)

MAHUA OR BAOI (Eleo- sthis cora- randa).		KANGRI OR KANDU, ITALIAN WILLET (Salsola italica).		GRAM, CHENNA, CHOLA, KADALAY OR KOWAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAB, OR THUR, DALIAN PEA (Cajanus indicus).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	24 —	19 8	...	...	17 8	16 —	9 2	9 2	Central Provinces—contd. Central— Barringtonpur. Saugor. Damoh. Jubbulpore. Mandla. Soni. Nalaghat. Bhandara. Chanda.
...	...	...	...	25 1	23 —	...	...	18 —	18 —	10 11	10 11	
...	...	...	...	25 —	25 —	...	...	11 12	11 12	9 8	9 8	
...	...	...	...	24 —	25 —	...	...	16 —	16 —	9 8	9 8	
...	...	...	...	35 —	34 —	...	...	16 —	16 —	9 8	9 8	
...	...	...	...	21 —	21 —	...	...	15 2	15 1	9 2	9 10	
...	...	...	...	21 —	20 —	...	...	13 8	13 8	9 —	9 —	
...	...	...	...	33 12	28 12	...	...	16 4	16 4	9 2	9 2	
...	...	...	...	16 13	16 13	...	...	14 2	14 2	9 —	9 —	
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —	Eastern— Bilaspur. Raipur. Sambalpur.
...	...	...	...	25 —	24 —	...	...	18 —	18 —	9 —	9 —	
...	...	...	...	13 —	30 —	...	...	14 —	14 —	10 8	10 8	
...	...	...	...	18 8	18 12	...	...	13 —	13 —	10 8	10 8	Berar— Buldana. Bijain. Akola. Nagpur. Amraoti. Wani.
...	...	...	...	19 8	19 8	...	...	13 10	13 8	9 8	9 —	
...	...	...	...	17 —	16 4	...	...	12 —	12 4	11 12	11 4	
...	...	...	...	14 —	14 —	...	...	20 —	20 —	10 —	10 —	
...	...	...	...	15 —	15 —	...	...	16 —	16 —	11 —	11 —	
...	...	...	...	16 —	16 —	...	...	21 —	20 —	9 8	9 8	
21 —	21 —	•	•	18 14	13 14	•	•	14 3	13 14	9 24	9 24	Nizam's Territories— Secunderabad. Bolarum. Chadarghat.
•	•	•	•	14 —	14 —	•	•	•	•	8 12	8 12	
•	•	•	•	16 —	15 8	•	•	13 12	12 8	8 12	8 12	
...	...	...	...	...	...	...	...	...	...	13 13	13 13	Madras— Malabar Coast— Malabar. S. Canara.
...	...	...	...	...	...	...	...	...	...	11 14	11 14	
19 11	18 14	...	...	...	...	...	...	...	...	11 8	11 8	South, central— Coimbatore. Nilgiris. Salem.
28 2	23 2	...	...	...	...	...	...	...	...	10 10	10 10	
•	•	...	...	...	...	...	...	...	...	11 5	11 5	
27 8	27 3	...	...	...	...	...	...	...	...	11 13	11 13	Central— Bellary.
27 —	27 —	...	...	...	...	...	...	...	...	13 13	13 3	
20 10	20 10	...	...	...	...	...	...	...	...	11 8	11 8	
30 11	20 11	...	...	...	...	...	...	...	...	12 8	12 8	Anantapur. Chittoor. Kurnool.
23 3	22 11	...	...	...	...	...	...	...	...	10 6	10 11	
26 10	21 12	...	...	...	...	...	...	...	...	...	...	
19 5	28 5	...	...	...	...	...	...	...	...	10 —	10 —	East Coast, north— Guntur. Vizagapatnam. Godavari.
23 3	23 3	...	...	...	...	...	...	...	...	19 3	13 3	
...	...	...	...	...	...	...	...	...	...	12 2	12 2	
19 5	28 5	...	...	...	...	...	...	...	...	18 3	13 3	East Coast, central— Kistna. Nellore.
23 3	23 3	...	...	...	...	...	...	...	...	12 18	12 13	
...	...	...	...	...	...	...	...	...	...	...	...	
21 14	20 14	...	...	...	...	...	...	...	...	12 14	12 14	East Coast, south— Madras. Chingleput. N. Arcot. S. Arcot. Tanjore. Trichinopoly.
19 8	19 2	...	...	...	...	...	...	...	...	13 5	13 5	
23 11	23 11	...	...	...	...	...	...	...	...	12 2	12 2	
19 14	19 14	...	...	...	...	...	...	...	...	19 3	13 3	
26 8	26 6	...	...	...	...	...	...	...	...	13 14	12 14	
21 10	21 10	...	...	...	...	...	...	...	...	12 —	12 —	
17 13	19 14	...	...	...	...	...	...	...	...	14 5	14 5	Southern— Tinnevely. Madurai.
19 0	18 10	...	...	...	...	...	...	...	...	13 8	13 2	
19 1	21 —	...	...	12 8	11 4	...	...	9 8	9 —	10 13	11 —	Mysore— Mysore. Bangalore. Kolar. Tumkur. Hassan. Kadur. Shimoga. Chitaldrug.
30 6	27 —	...	...	12 8	12 —	...	...	11 8	9 —	11 —	11 —	
32 —	32 —	...	...	10 —	10 —	...	...	10 —	9 —	10 —	9 —	
40 —	32 —	...	...	13 —	10 —	...	...	12 —	11 —	10 8	9 8	
30 —	30 —	...	...	12 —	14 —	...	...	10 —	10 —	10 —	10 —	
25 —	25 —	...	...	15 —	15 —	...	...	11 —	11 —	10 8	10 8	
32 14	30 14	...	...	16 13	16 13	...	...	14 11	14 11	11 —	11 —	
36 —	36 —	...	...	16 —	16 —	...	...	14 —	14 —	9 —	9 —	
24 8	24 8	...	...	21 8	28 8	...	...	9 —	9 —	10 8	10 8	Georg— Coorg.
•	•	...	...	12 7	12 4	...	...	8 5	8 —	32 —	32 —	
•	•	...	...	...	...	...	...	...	...	...	...	Aden.

• Not sold.

J. E. O'CONOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
May 26th 1899.



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 20th, 1899.**

Throughout the whole of the present week the pressure conditions over India have been abnormal. Pressure has been lowest over the Western desert, and from North-West India a trough or tongue of relatively low pressure has extended east-south-eastward and south-eastward across Northern India to the Orissa or Madras Coast. As a consequence of this distribution, there has been a flow of air up the Bay, while over Bengal and the Gangetic Plain the wind has been south-easterly and easterly. Hence the air has been unusually damp, and an exceptional amount of rain has fallen over Burma, Bengal and parts of Northern India, and the mean temperature over these regions has been much below the normal average. Over the central parts of India the winds have been light and variable, while over the Peninsula the direction has been westerly and north-westerly. In these two regions the weather has been less disturbed than within the region of easterly winds, but still dust and thunder storms, accompanied with rain, have been fairly frequent. Quite at the close of the week a small storm, the third recorded this season, developed at the head of the Bay and gave disturbed weather and very heavy rain over Deltaic Bengal. The weather at this time was generally cooler than usual except in parts of North-West India and of the west of the Peninsula.

**Daily Summary.**—*Sunday, May 14th.*—The barometer read lowest over the Western desert, relatively low within a tongue which extended from Rajputana south-eastward to Ganjam and high over the west of the Peninsula, Burma and along the foot of the Himalayas. The winds were westerly and north-westerly over the Peninsula and south-easterly to easterly over Burma and Northern India. The sky was cloudy in places, and rain had been received over parts of Burma, Bengal, Assam, the North-West Himalayas, the Peninsula and some central districts. The amounts were heavyish in parts of Madras and of Deltaic Bengal. The heat was less than usual over a large part of Burma, Bengal, the east of the North-West and Central Provinces and the east of the Peninsula and above the average elsewhere.

*Monday, May 15th.*—The barometer had fallen, but there had not been much change in the conditions of pressure except that gradients had increased over the Bay. The winds were also practically unchanged except that the force was lower. There was a good deal of cloud, and rain had fallen fairly generally over Burma, Assam and Lower Bengal and as scattered showers over the North-West Himalayas, the submontane districts of North-West India and some central and southern districts. The largest amounts (between  $1\frac{1}{2}$  inches and  $2\frac{1}{2}$  inches) were reported from Burma and Bengal. The mean temperature had fallen to below the normal along the foot of the North-West Himalayas and remained low over part of Burma, Bengal and the east of the Peninsula.



*Tuesday, May 16th.*—Pressure had continued to decrease in most places, but there was still no change in the general distribution of pressure. The winds remained westerly and north-westerly over the Peninsula, southerly and south-easterly in Burma and south-easterly to easterly in Bengal and Northern India. The sky was more or less cloudy except over Central and North-West India. Rain had again fallen fairly generally over Burma, Assam, Bengal, the Kashmir Himalayas and the south-west of the Peninsula, while a few local showers had been received in other parts of the country. The rainfall amounts were unusually large over Lower Bengal.

*Wednesday, May 17th.*—The barometer had risen over Burma, North-East India, the Gangetic Plain, the Central Provinces and North Madras and had fallen or been steady elsewhere. As a result, the tongue of relatively low pressure had been moved southward and ran south-south-eastward from North-West India to the Coromandel Coast. Otherwise there had been no important change. The winds were lighter and somewhat more irregular, but remained on the whole westerly and north-westerly over Central and Southern India and south-easterly to easterly in Burma and Northern India. There was a good deal of cloud except in parts of North-West India. Rain had again fallen fairly generally over Burma, Assam and Bengal, while scattered showers had occurred in other parts of the country. The largest amounts continued to be reported from East Bengal. The weather was cool all over North-East India.

*Thursday, May 18th.*—Pressure had increased almost everywhere—briskly to rapidly in the north and slightly in the south. Pressure was lowest in the north-west, and the tongue of relatively low pressure continued to run south-eastward and south-south-eastward to the Madras Coast. The winds were practically unchanged. Rain continued general and moderately heavy over Burma and East Bengal, and a few scattered showers had fallen in other parts of the country. The mean temperature was low except in the Punjab, Rajputana, Sind, Bombay and the south of the Peninsula. The excess was large in the Punjab and the deficiency large in the North-West Provinces, the Central Provinces and West Bengal.

*Friday, May 19th.*—Pressure had changed very little, and the pressure conditions were practically unaltered, but the barometric differences over the Bay were much greater than usual. There had been again no important change in the winds. Rain had been general over Ceylon, the south of the Peninsula, Burma and East Bengal, and scattered falls were reported from other parts of the country. The rainfall had been much heavier than usual and at Colombo had been particularly heavy (5.55 inches). The heat had been greater than usual over the Bombay Presidency, Rajputana, Sind, the west of the Punjab, Assam and Tenasserim and had been below the normal elsewhere.

*Saturday, May 20th.*—There had been practically no change in the barometer or the general conditions of pressure except at the head of the Bay where pressure had given way rapidly and a small storm had developed. The winds were cyclonic and fresh to strong in force in Deltaic Bengal, but were unchanged in other places. There was again a good deal of cloud except in North-West India, and general rain was still reported from Burma, Assam, Bengal (Proper) and the south of the Peninsula, while scattered showers had fallen in other parts of the country. Saugor Island had received 6.86 inches of



rain and other places in North-East India had received considerable to large amounts. The mean temperature was in moderate excess in the Punjab and Rajputana and in slight excess in parts of the west of the Peninsula, Assam and Tenasserim.

**Temperature.**—The rainfall around the Bay area (but particularly in the north) has kept temperature low in this locality, while the south-east winds, which have blown from Bengal into Upper India, have carried these low temperatures north-westward up the Gangetic Plain as far as the east of the Punjab. These winds did not extend beyond the East Punjab, and the West Punjab, Rajputana and Sind have been steadily under the influence of excessive temperatures.

The following table gives the mean temperature variation data for the week :

PROVINCE.	MAY 1899.							Mean variation of week.
	14th	15th	16th	17th	18th	19th	20th	
Burma . . . . .	—1.0	—0.6	—1.8	—1.3	—2.6	—1.0	—1.3	—1.4
Assam . . . . .	+4.8	+2.9	—0.5	—4.1	—1.8	+2.0	0	+0.5
Bengal . . . . .	—0.9	—2.4	—3.9	—2.8	—1.8	—0.9	—1.9	—2.1
Orissa . . . . .	—5.3	—5.6	—3.2	—3.5	—1.0	—1.2	—5.5	—3.6
Bihar . . . . .	—2.5	—1.6	—3.4	—2.1	—4.6	—2.4	—1.5	—2.6
Chota Nagpur . . . . .	—9.8	—7.4	—6.3	—3.8	—4.2	—5.8	—6.6	—6.3
N.-W. P. and Oudh . . . . .	+0.6	—0.6	—1.1	—2.0	—4.0	—3.7	—4.2	—2.3
Punjab . . . . .	+5.6	+0.3	+3.5	+3.0	+1.7	+2.0	+4.2	+2.9
Sind . . . . .	+4.1	+5.7	+4.3	+6.9	+5.2	+3.9	+3.2	+4.8
Rajputana . . . . .	+6.4	+6.8	+6.5	+6.7	+3.4	+1.7	+2.0	+4.8
Gujarat . . . . .	+1.8	+3.0	+2.4	+1.5	+1.3	—0.3	—0.5	+1.3
Central India . . . . .	+2.8	+2.4	+3.5	+0.7	—1.5	—2.8	—3.0	+0.3
Central Provinces . . . . .	+1.2	+0.5	+1.8	—0.3	—2.3	—3.6	—2.6	—0.8
Berar . . . . .	+4.2	+1.0	+0.3	+1.6	+2.7	+0.3	—1.2	+1.3
West Coast . . . . .	+1.1	+0.9	+0.3	—0.9	+1.3	+1.2	+0.8	+0.7
Bombay Deccan . . . . .	+3.7	+2.1	+1.0	—0.8	+0.4	+0.6	—0.5	+0.9
Mysore . . . . .	—1.3	+0.1	—2.3	—4.4	—1.7	—3.8	—3.1	—2.4
Madras Coast . . . . .	—2.5	—0.6	—2.6	+0.2	+0.4	—3.3	—4.8	—1.9
Madras Deccan . . . . .	—0.7	—0.9	—2.4	—1.6	+0.3	—0.8	—0.1	—0.9
South India . . . . .	—0.3	+0.1	+1.5	—0.5	+1.5	+0.4	—2.2	+0.1
Mean for whole of India . . . . .	+0.6	+0.3	—0.1	—0.4	—0.4	—0.9	—1.4	—0.3

Except on the 20th, when it was in some defect, the mean temperature of the whole country was very nearly normal on each day of the week. The provincial variations exhibited, however, large departures from the normal, thus in Rajputana and Sind the excess averaged as much as 4.8°, while in Chota Nagpur the deficiency averaged as much as 6.3°. In the Punjab, Sind and Rajputana the heat was more or less excessive and in Burma, Bengal, Orissa, Bihar and Chota Nagpur more or less deficient on each day of the week, but in most provinces the variations were irregular and varied from day to day.

The following were the highest maxima reported on each day :

May 14th . . . . .	114.7°	at Jacobabad.
" 15th . . . . .	118.5°	" Do.
" 16th . . . . .	115.2°	" Hyderabad (S.).
" 17th . . . . .	120.0°	" Jacobabad.
" 18th . . . . .	115.7°	" Hyderabad (S.).
" 19th . . . . .	117.1°	" Jacobabad.
" 20th . . . . .	117.1°	" Do.



The hottest area was thus Sind throughout the week.

**Rain.**—As mentioned above, unusual conditions of pressure and unusual winds have prevailed over India during the week under review. Large pressure differences have existed over the Bay, and a fresh southerly wind has blown from the Bay into Burma and Bengal, and backing to south-east and east has passed on up the Gangetic Plain as far as the south-east of the Punjab and the Kumaun Himalayas. Over the whole of the area, influenced by these winds, the rainfall of the week has been generally heavier than usual, while over parts of Burma and of Bengal the rainfall was unusually constant for the time of year. In the central parts of the country and over the Peninsula the winds were generally north-westerly and westerly during the week, while the rainfall was generally light and scattered, falling ordinarily during the occurrence of dust and thunder storms. The rainfall returns show that in Burma rain fell almost daily during the week; in Assam also the rainfall was almost daily; in Bengal the fall was scattered throughout the week except in Orissa where rain occurred on the 15th, 16th and 20th, and in Bihar when it occurred on the 16th, 17th and 18th; over the Gangetic Plain rain occurred on different days throughout the week, while in the Punjab there were a few scattered showers mainly on the 14th, 15th and 16th. In the west of the Peninsula the rainfall mainly occurred on the 14th and 16th and in the east on the 14th, 15th and 16th, and again on the 19th, while over the central districts of India the fall was mainly on the 14th and 15th.

The rainfall table at the close of the summary shows, that during the week under review, rain fell in all the rainfall divisions of India except Gujrat, Kathiawar, Sind, Baluchistan, Western Rajputana and the Jaipur division of the East Coast (North), but in the case of South Bihar, the South Punjab, the West Punjab, the Konkan and Khandesh the average actual rainfall of the week was less than one-tenth of an inch, so that the rainfall was either actually or practically *nil* in all the above eleven divisions. In all the other divisions effective rain was received, the amounts varying from 7'34 inches in East Bengal, 3'94 inches in the Surma division of Assam and 3'89 inches in Deltaic Bengal, to 0'14 inch in the North Punjab, 0'19 inch in the Bombay Deccan, 0'10 inch in Berar, 0'13 inch in the central division of the Central Provinces, 0'12 inch in the east of Central India and 0'11 inch in the south division of Hyderabad. The third column of the table shows that the week's rainfall exceeded the average normal rainfall in Central and Upper Burma and Arakan, the Assam Valley, all the Bengal divisions, except Chota Nagpur and South Bihar, all the North-West Provinces divisions, the Punjab Hills, Mysore, Berar, all the Central Provinces divisions, the north and south divisions of the East Coast and the central and south-central divisions of Madras. In all the remaining divisions the week's rainfall was less than usual. The excess was greatest in the north-east and amounted to 5'69 inches in East Bengal, 2'87 inches in Deltaic Bengal and over 1 inch in Upper Burma, Arakan, North Bengal, the Bengal Hills and North Oudh. The principal cases of deficiency were 3'54 inches in Tenasserim and 2'14 inches in the Assam Hills.



The following were the principal large totals recorded at individual stations during the week:

Burma	Kindah	9'17 inches.
	Magók	6'50 "
Assam	Suranganj (Sylhet)	9'48 "
Bengal	Patnakhali (Barisal)	12'23 "
	Diamond Harbour	9'51 "
	Jaipalguri	7'77 "
N.-W. P.	Lakhimpur	3'56 "
Punjab	Hoshiarpur	1'90 "
West Peninsula	Kasargod (Mangalore)	6'40 "
East Peninsula	Salur (Vizagapatam)	4'33 "
	Turaiyur (Trichinopoly)	4'30 "

The three concluding columns of the table show that the rainfall for the period February 26th to May 20th has been less than the normal (by 20 per cent. or more) in Tenasserim, the west submontane and hill districts of the North-West Provinces, all the Punjab divisions, the central division of the Central Provinces, Kathiawar, the east of Central India and Western Rajputana. In all the other places the total rainfall has been normal or in excess of the normal.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 20th, 1899.			RAINFALL DATA FROM FEBRUARY 1ST TO MAY 20th, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in inches.	Average actual rainfall of season to date.	Average normal rainfall February 1st to May 20th.	Excess or de- ficit of (seasonal) rainfall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	1'86	5'40	- 3'54	9'55	12'05	- 21
	2. Lower Burma Deltaic.	2'84	3'01	- 0'17	10'03	6'66	+ 64
	3. Central do.	1'99	1'77	+ 0'22	5'05	3'66	+ 54
	4. Upper do.	3'56	0'81	+ 1'75	6'85	4'57	+ 50
	5. Arakan	3'69	2'44	+ 1'25	0'06	7'86	+ 29
BENGAL AND ASSAM	6. Eastern Bengal	7'34	1'65	+ 5'69	17'01	12'08	+ 31
	7. Assam Surma	3'94	4'37	- 0'43	30'04	35'53	- 15
	8. Do. Hills	1'73	3'87	- 2'14	20'79	24'81	- 16
	9. Do. Brahmaputra	3'67	2'74	+ 0'93	19'42	18'78	+ 3
	10. Deltaic Bengal	3'89	1'02	+ 2'87	10'46	8'53	+ 23
	11. Central do.	1'10	0'82	+ 0'28	4'53	5'36	- 15
	12. North do.	2'90	1'68	+ 1'21	10'00	9'22	+ 4
	13. Bengal Hills	3'74	2'21	+ 1'53	16'58	12'61	+ 31
	14. Orissa	1'48	0'69	+ 0'79	7'85	4'45	+ 76
	15. Chota Nagpur	0'45	0'52	- 0'07	4'05	3'04	+ 33
	16. South Bihar	0'09	0'23	- 0'14	1'81	1'40	+ 29
	17. North do.	1'06	0'12	+ 0'94	4'42	2'84	+ 56
NORTH-WESTERN PROVINCES AND OUDH.	18. N.-W. P. East	0'55	0'12	+ 0'43	1'10	0'73	+ 51
	19. South Oudh	0'77	0'14	+ 0'63	1'11	0'81	+ 37
	20. North do.	1'34	0'21	+ 1'13	1'89	1'20	+ 58
	21. N.-W. P. Central	0'33	0'08	+ 0'25	0'66	0'65	+ 1
	22. Do. West	0'52	0'11	+ 0'41	0'87	0'91	- 4
	23. Do. East Submontane	0'65	0'23	+ 0'42	2'18	1'28	+ 70
	24. Do. West do.	0'83	0'23	+ 0'60	1'42	1'84	- 23
	25. Do. Hills	0'75	0'69	+ 0'06	3'11	5'60	- 44
PUNJAB	26. South-East Punjab	0'13	0'16	- 0'03	0'52	1'13	- 54
	27. South do.	0'04	0'16	- 0'12	0'30	1'22	- 75
	28. Central do.	0'19	0'21	- 0'02	1'42	2'32	- 39
	29. Punjab Submontane	0'21	0'32	- 0'11	0'81	2'37	- 66
	30. Do. Hills	1'02	0'77	+ 0'25	2'94	6'38	- 54
	31. North Punjab	0'14	0'18	- 0'04	2'61	4'71	- 45
	32. West do.	0'07	0'07	0	0'36	1'19	- 70
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	1'49	1'84	- 0'35	12'08	7'13	+ 32
	34. Madras South-Central	1'20	1'08	+ 0'12	8'35	5'68	+ 47
	35. Coorg	0'73	1'30	- 0'57	8'20	6'77	+ 21
	36. Mysore	1'05	0'74	+ 0'31	6'53	3'43	+ 90
	37. Konkan	0'02	0'14	- 0'12	3'71	0'56	+ 563
	38. Bombay Deccan	0'19	0'30	- 0'11	3'11	1'68	+ 85
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'09	0'18	- 0'09	1'29	0'49	+ 163
CENTRAL PROVINCES AND BERRAR.	41. Berrar	0'10	0'05	+ 0'05	1'47	0'56	+ 163
	42. Central Provinces West	0'41	0'04	+ 0'37	0'81	0'70	+ 16
	43. Do. do. Central	0'13	0'08	+ 0'05	0'62	1'08	- 43
	44. Do. do. East	0'57	0'21	+ 0'36	2'20	1'76	+ 25
BOMBAY (NORTH)	45. Gujarat	0	0'04	- 0'04	0'11	0'09	+ 22
	46. Kathiawar	0	0'01	- 0'01	0'09	0'30	- 70
	47. Sind	0	0'03	- 0'03	0'87	0'42	+ 107
	48. Baluchistan Hills	0	0'08	- 0'08	4'98	3'81	+ 31
RAJPUTANA AND CENTRAL INDIA.	49. Central India East	0'12	0'22	- 0'10	0'30	0'54	- 44
	50. Rajputana East, Central India West.	0'23	0'23	0	0'73	0'61	+ 20
	51. West Rajputana	0	0'22	- 0'22	0	0'69	- 100
MADRAS	52. East Coast North	1'58	0'69	+ 0'89	5'44	2'48	+ 119
	52-A. Do. do. (a)	0	0'65	- 0'65	4'50	3'87	+ 17
	53. Hyderabad South	0'11	0'30	- 0'19	1'66	1'92	- 14
	54. Madras Central	0'76	0'50	+ 0'26	3'01	1'77	+ 70
	55. East Coast Central	0'63	0'63	0	4'69	1'67	+ 181
	56. Do. South	1'48	0'71	+ 0'77	6'59	2'91	+ 126
	57. Madras South	0'31	0'51	- 0'20	7'82	4'30	+ 80

W. L. DALLAS,

for Meteorological Reporter to the  
Government of India.

M. FINUCANE,

Offg. Secretary to the Government of India.

SIMLA, 25th May, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 20th May.*—Rain fell almost throughout the Presidency during the week; the fall was considerable for the season in parts of the Circars and in the Central districts, but very light in the extreme South. The water-supply is generally sufficient for the season. Cultivation is proceeding, such crops as are standing being generally in good condition. Pasture is scanty, but fodder is sufficient and the condition of cattle is generally good. Prices are almost stationary.

**Bombay.**—*For week ending 24th May.*—There was moderate or light rain in parts of seven districts during the week. Preparations for monsoon cultivation are progressing generally; and sowing is going on in Karachi, Shikarpur, and Kanara. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in four and fallen in three districts; elsewhere they are stationary.

**Bengal.**—*For week ending 22nd May.*—The weather throughout the week was unsettled and rain varying in amount fell all over the Province. In some parts of Bengal Proper the rain was in excess of present agricultural requirements. Ploughing and early sowings are going on and sugarcane and other crops in the ground are doing well. The harvesting of spring rice is proceeding. The price of common rice shows a slight rise in some districts, but is on the whole stationary. The fodder-supply is generally reported to be sufficient.

**North-Western Provinces and Oudh.**—*For week ending 24th May.*—Rain has been general during the week, the falls being heaviest in the sub-montane and eastern districts. The standing crops are doing well and are being irrigated where necessary. The extra crops are being harvested in parts. Weeding of sugarcane has begun. Preparation of fields for the autumn crops and sowings continue. Prospects are favourable and supplies and fodder are sufficient. Prices have risen in a few districts, but are otherwise stationary to falling.

**Punjab.**—*For week ending 24th May.*—Slight rain is reported from Hissar, Umballa, Delhi, Ferozepore, Sialkot, Shahpur, and Rawalpindi. Spring crops are being threshed and housed. Sowings of autumn crops continue in Multan and Peshawar. Cotton and sugarcane are being weeded in Sialkot and ground for autumn sowings is being prepared in Umballa. The outturn is reported average in Hissar, Jullundur, Lahore, and Dera Ismail Khan. The condition of the extra spring crops is good in Umballa, Sialkot, and Peshawar; fair or average in Delhi, Jullundur, Ferozepore, Lahore, and Dera Ismail Khan; and very fair in Hissar. Some damage has been done to crops by strong winds in Lahore. The condition of cattle is poor in Hissar, Delhi, and parts of Dera Ismail Khan; fair in Sialkot; and good elsewhere. Fodder is scarce in Hissar, Delhi, Shahpur, and parts of Dera Ismail Khan; and is sufficient elsewhere. Prices, especially



of wheat, have risen in Sialkot and Dera Ismail Khan; fallen in Umballa, Julundur, Rawalpindi, and Peshawar; and remained unchanged elsewhere. Wheat is selling from 17½ to 23, barley 32, gram 19½ to 22½, maize 28 to 35, great millet 24, bulrush-millet 18 to 27, and rice 13½ to 14½ seers per rupee.

**Central Provinces.**—*For week ending 23rd May.*—The weather has been generally cloudy and hot with high winds. Rain has fallen in all districts, except Jubbulpore and Chanda. Raipur received nearly 2 inches and Bilaspur over an inch. The threshing of the spring crops has been completed in all the districts. Preparation of land for autumn crops is in progress. In Saugor the labouring classes complain of want of work. About 2,208 persons are in receipt of relief in the Damoh district. Water is scarce in parts of Mandla, Chhindwara, Chanda, and Bhandara. Fodder is insufficient in parts of six districts. The price of wheat, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 20, gram 35, rice 23, and *juar* 26 seers per rupee; the dearest prices are—wheat 14, gram 18, rice 10, and *juar* 22 seers per rupee.

**Burma.**—*For week ending 20th May.*—In Lower Burma ploughing has commenced in parts of Thongwa and Amherst. In Upper Burma reaping of dry weather paddy continues in Thayetmyo, Bhamo, Katha, Shwebo, the Lower and Upper Chindwin and is completed in Pakokku and in parts of Mandalay. Ploughing for early wet weather crops is going on in most districts. Sowing of early paddy on hill sides in Bhamo, Myitkyina, and the Ruby Mines district and in the Shan States; transplanting in Kyaukse; sowing of cotton in Sagaing; and of upland crops in parts of Meiktila and Yamethin have commenced. The standing crops are doubtful in Katha; fair in the Ruby Mines district; poor in parts of Mandalay; and good elsewhere. The price of paddy has fallen in Amherst, Bassein, Prome, and Myingyan and has risen in the Upper Chindwin and in Thongwa; elsewhere it is stationary.

**Assam.**—*For week ending 19th May.*—The weather is seasonable. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Prospects of tea are generally good, but red spider is prevalent in parts of Darrang. Land is being prepared for late rice; reaping of low land transplanted rice is nearly finished in Sylhet and the outturn is good. Sowing of jute is finished in Goalpara. Prices—common rice—Sylhet 21, Dhubri 16, Gauhati 15, Tezpur and Sibsagar 12, and Nowgong and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 24th May.*—**MYSORE:** Rainfall—2 inches 23 cents in the Civil and Military station and rain general and good in parts of the Province. Prospects are favourable. Prices have slightly fallen in Kolar and Kadur; and risen in Tumkur and Hassan. *Ragi* (*Eleusine coracana*) has been sown in parts of Mysore, Kadur, and Hassan.

**COORG:** Rainfall—18 cents. Ploughing for rice continues. Coffee-berries are forming. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 24th May.*—**BERAR:** The weather is hot and cloudy. Breaking up of land for the ensuing monsoon crop continues. Fodder is insufficient in parts of the Wun district. The water-supply is inadequate in parts of the Province. Prices are almost steady.



**HYDERABAD:** Rainfall during the week 10 cents. The winter rice crop has suffered from unseasonable rain in two districts, but in other parts harvesting continues. Preparation in fields for the monsoon sowings is in progress. Water scarcity continues to be felt. Prices of grain are stationary. Prices—wheat 10, coarse rice 10½, and *jowari* 25 seers per current sicca rupee.

**Central India.**—*For week ending 24th May.*—Slight rain fell during the week in all Agencies, except Bundelkhand. Agricultural operations have been completed. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.

**Rajputana.**—*For week ending 24th May.*—Rain ranging from about 1½ inches to 11 cents fell at Pertabgarh, Meywar, Kotah, Haraoti, Ajmere, Kerowlee, Dholepore, and Bhurtpore. Agricultural operations are proceeding satisfactorily. Land is being prepared in all parts for the autumn crops. Agricultural stock is in fair to good condition. Fodder scarcity prevails in the States mentioned last week. Prices are rising in Jhallawar and Bhurtpore; and are steady elsewhere. The numbers employed on relief works were—Ajmere 413, Merwara 4,644, and Marwar 935. There are 238 persons on ordinary works and 191 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere 20, Beawar 22, and Marwar 15 seers per rupee. Arrangements are being made to supplement the water-supply in Kherwara, where wells are failing.

**Kashmir.**—*For week ending 23rd May.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—Report not received.

**Nepal.**—*For week ending 20th May.*—Rainfall—1·16 inches. The weather is seasonable. Sowing of indian-corn and upland rice is still in progress. Wheat prospects are good. Rice—9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 18—17-2.

*Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Geology and Minerals),—dated Simla, the 20th May, 1899.*

## Read the undermentioned papers—

Department of Revenue and Agriculture Resolution No. 15—27-4, dated the 12th December 1894.

Department of Revenue and Agriculture Circular to Local Governments and Administrations, No. 16—27-5, dated the 13th December 1894.

Department of Revenue and Agriculture Circular to Local Governments and Administrations, No. 17—27-6, dated the 13th December 1894.

Despatch to Her Majesty's Secretary of State for India, No. 74, dated the 21st October 1897.

Despatch from Her Majesty's Secretary of State for India, No. 16 (Revenue), dated the 19th January 1899.

## RESOLUTION.

The Governor General in Council is pleased to prescribe the following revised rules for regulating the grant by Local Governments of licenses to explore and prospect for minerals and the grant of mining leases in British India:

**Rules for the grant of licenses by Local Governments to explore and prospect for Minerals, and of Mining Leases in British India.**

The following rules regulating the grant by Local Governments of licenses to explore and prospect for minerals and the grant of leases of mines and minerals have been made by the Governor General in Council, and sanctioned by the Secretary of State for India in Council.

No such license or lease can be granted by any Local Government otherwise than in accordance with these rules, except with the previous sanction of the Secretary of State for India in Council, or with that of the Governor General in Council under any general or special authority which he may have received in this behalf from the said Secretary of State in Council.

## In these rules—

Collector means the Revenue Officer in charge of the district;

Local Government includes a Chief Commissioner; and

Person includes any persons, syndicate, partnership, or Company.

A license or lease under these rules may be granted to any person; in case of the death of the person or any of the persons to whom it is granted it shall inure for the benefit of his legal representatives.

## Exploring Licenses.

1. A license to explore land for minerals or mineral oil, called hereinafter an exploring license, will authorise the licensee to search the surface of the land specified in the license for minerals of every description and for mineral oil, and, subject to such restrictions as the Local Government may from time to time impose, to remove any specimens or samples found by the licensee in or upon such land.\*

2. Such license shall only be granted with respect to land in which the mines, minerals, or mineral oils are the property of the Government, and (subject to the provisions of any law, or rule having the force of law, for the time being in force with reference to such land) shall not authorise the licensee to enter upon any land in the occupation of any person without the consent of the occupier.

\* *Note.*—The surface of unoccupied and unreserved land which is the property of Government may be freely searched without a license, but the Government does not object to granting a license to explore when one is applied for.



3. Such license cannot be assigned, nor can any right or interest thereunder be transferred without the assent of the Local Government.

4. Such license shall not authorise the licensee to mine or quarry, but he may turn up to such depth as the Collector may sanction, and, subject to such conditions as he may impose, the surface of unoccupied land, or, with the consent of the occupier, that of land which the Government has granted for agricultural purposes, reserving only the right to minerals.

5. Such license may be granted by such person and under such rules as the Local Government may prescribe.

6. Every such license shall run for one year, but may be renewed for a further similar term by the same authority, and there shall be paid for each license or renewal such fee, not exceeding Rs. 10, as the Local Government may prescribe.

7. A royalty shall be payable to Government on the value of all precious stones found and removed by an explorer, whether he has taken out a license or not. In the case of licenses such royalty shall be at such rate, not exceeding 15 per cent., as shall be fixed by the license, and in the case of an unlicensed explorer, shall be 15 per cent. on the value of the stones removed. Neglect to report the discovery of any such stone within a reasonable time shall involve the forfeiture of the license and of all claim to have an application for a mining or prospecting lease favourably considered.

8. Such license shall give no exclusive or preferential rights, but in considering rival claims for a prospecting license or mining lease, due regard will be had to operations conducted under cover of an exploring license.

#### Prospecting Licenses.

9. (1) A license to prospect for minerals or mineral oil, called hereinafter a prospecting license, shall confer on the licensee the sole right, subject to the conditions contained in the license, to mine, quarry, bore, dig and search for, win, work, and carry away any mineral or mineral oil specified in the license, and lying or being within, under, or throughout the land specified in the license.

(2) A prospecting license shall only be granted with respect to land in which the mines, minerals, or mineral oils are the property of the Government, and shall apply only to the area described in the license.

10. No prospecting license shall be granted except to a person approved by the Local Government, and such person shall, before the license is granted, deposit as security in respect of each license such sum, not being less than Rs. 100, as the Collector may determine, or give security to the like amount to the satisfaction of the Collector. Subject to such deduction on account of compensation for surface damage or otherwise as the Collector may order, the amount of any deposit made under this rule, should the depositor afterwards become the lessee of any mining lease, will be carried to his credit as part of the rents and royalties payable under his lease, and should he decline or fail to obtain any such lease as aforesaid, will be returned to him.

11. (1) Every application for a prospecting license shall, unless the Local Government shall in any case otherwise direct, be made to the Collector of the district, in which the land or some part of the land with respect to which the license is required is situate.

(2) Every such application shall contain the following particulars, namely :

- (a) the name, residence, and profession of the applicant ;
- (b) a description, as accurate as possible, and illustrated by a rough sketch, of the situation, boundaries, and area of the land with respect to which the license is required ; and
- (c) a specification of the mineral or minerals for which the applicant desires to prospect.

(3) Every application shall be accompanied by a certificate that the applicant has been approved by the Local Government, under the signature of one of its secretaries.

12. On receipt of any such application the Collector shall, as soon as practicable, inquire whether the grant of the license applied for is inexpedient either on the ground that the land described in the application is required for a public purpose, or otherwise.

13. (1) Should the Collector be of opinion that it is not expedient to grant the license, or should he find that the licensee has not been approved by the Local Government, he shall refuse to grant the license, and shall forthwith report the matter through the proper channel to the Local Government, which may pass such orders as it may think fit.

(2) Subject to the control of the Local Government, the Collector, if he finds that there is no objection to the grant of the license applied for, and if the applicant has been



approved by the Local Government, may grant to the applicant a license in such form as may be prescribed, and shall report the matter to the Local Government or such other authority as the Local Government may direct.

14. A register of applications for prospecting licenses shall be kept in English in the Collector's office, specifying—

- (1) Name of applicant.
- (2) Date.
- (3) Residence of applicant.
- (4) Situation of the land.
- (5) Boundaries.
- (6) Estimated area.
- (7) Date of certificate of approval of applicant by the Local Government.
- (8) Date of license.
- (9) Rent and royalty payable.
- (10) Period for which granted.

15. Every prospecting license shall contain such conditions as may in any particular case seem necessary, and shall in all cases contain the following conditions:

- (i) The term for which the license shall be granted shall be one year or such shorter term as the applicant may desire. The license may be renewed by the Collector for a further term not exceeding two years, whenever he is satisfied that the licensee has been prevented from completing his search of the land by any cause other than his own default.
- (ii) A moderate rent not exceeding one rupee per acre shall be paid for the land covered by the license.
- (iii) The licensee shall pay a royalty at a rate not exceeding 15 per cent. of the value on all precious stones won and carried away, and a royalty at the rates specified in Schedule C on all other minerals won and carried away over and above such quantity as the Collector, subject to the orders of the Local Government, may allow to be taken free for purposes of experiment.
- (iv) No land in the occupation of any person shall be entered upon without the consent of the occupier, and no trees, standing crops, or other private property shall be cut or in any way injured without the consent of the owner thereof.
- (v) The licensee shall make and pay reasonable satisfaction and compensation for all injury which may be done by him in exercise of the powers granted by the license, and shall indemnify the Government against all claims which may be made by third parties in respect of any such damage or injury.
- (vi) The licensee shall not cut or injure any tree on unoccupied and unreserved land without the permission of the Collector in writing.
- (vii) Such license cannot be assigned nor can any right or interest thereunder be transferred without the consent of the Local Government.
- (viii) In case of any breach on the part of the licensee of any of the five last preceding clauses, the Collector may summarily revoke the license, and thereupon all rights conferred thereby or enjoyed thereunder shall cease.
- (ix) The licensee shall, within six months next after the determination of the license or the date of the abandonment of the undertaking, whichever shall first occur, securely plug any bores and fill up or fence any holes or excavations that he may have made in the land to such extent as the Collector may require, and shall to the like extent restore the surface of the land and all buildings thereon which he may have damaged in the course of prospecting: Provided that this clause shall not apply to any land held under a mining lease.
- (x) Should any question of dispute arise regarding the license, or any matter or thing connected therewith, or the powers of the licensee thereunder or the amount or payment of the rent or royalty made payable thereby, the matter in difference shall be decided by the Local Government, whose decision shall be final.

16. On or before the determination of his license the licensee shall have a right, subject to the rules hereinafter contained—

- (a) in the case of mineral oil or minerals other than precious stones, to a mining lease in accordance with the terms contained in rules for mining leases:



- (b) in the case of precious stones, to the first offer of such mining lease as the Governor General in Council may think fit to grant.

Such lease may include so much land, whether comprising the whole or a part only of the area for which the prospecting license was granted, as shall not exceed the area specified with respect to mining leases in Schedule A annexed to these rules.

#### Mining Leases.

17. (1) Every application for the grant of a mining lease, not being a lease of a mine of precious stones, shall be presented to the Collector in whose district the land or some part of the land with respect to which the lease is applied for is situate. The Collector shall forward the application through the proper channel to the Local Government. The Local Government may by general or special order require a deposit of money not exceeding Rs. 500 to be made by the applicant in any case or class of cases before the application is taken into consideration.

(2) No mining lease shall be granted otherwise than with respect to land in which the mines, minerals, or mineral oils are the property of Government.

18. Every application for a mining lease shall contain—

- (a) the name, residence, and profession of the applicant ;
- (b) the name of the mineral for which the applicant intends to mine ;
- (c) a map of the area over which the proposed lease is to extend.

19. On receipt of any such application the Local Government may, if the applicant is entitled to a lease under Rule 16, or if it considers that the applicant should be granted a mining lease, grant the same in accordance with these rules over such one or more blocks, each not exceeding in extent the area specified in Schedule A annexed to these rules, as the Local Government may think fit :

Provided that no mining lease shall be granted by a Local Government under these rules so as to cause the total area held under mining leases by the lessee, or by those joint in interest with him, to exceed ten square miles.

No such lease shall be executed until it has been approved by the Advocate General or other legal adviser, if any, appointed for the Province.

20. Without the previous sanction of the Governor General in Council, the length of a block shall not be allowed to exceed four times its breadth.

21. The term for which a mining lease may be granted shall not exceed thirty years, and no covenant for renewal may be inserted in the lease without the sanction of the Governor General in Council.

22. Every such lease shall contain such conditions and stipulations as the Local Government may in each case consider necessary ; but shall in every case contain the following conditions, namely :

- (i) the lessee shall pay a royalty at the rate specified in the lease, which rate shall be that fixed for the particular mineral in Schedule C ; and if any other mineral shall be discovered by him, then the royalty shall be paid therefor at such rate, not being less than 20 per cent. of the value thereof, as the Local Government may determine, until a mining lease has been obtained in respect of such mineral ; but the lessee shall be entitled to require and obtain such lease for the term then unexpired of his original lease upon the terms hereinbefore mentioned in Rule 16 ;
- (ii) the lessee shall also pay for every year after the first year a fixed yearly dead rent at a rate not less than that laid down in Schedule B ; provided that no lessee shall pay both royalty and dead rent in respect of the same lease, but only such one of them as may be of the greater amount ;
- (iii) the lessee shall also pay for all land which he may take up, use, or occupy for the purpose of the mine a surface rent at the rate specified in Schedule B ;
- (iv) the lessee shall at his own expense erect and at all times maintain and keep in repair boundary marks and pillars according to the demarcation to be shown in a plan annexed to his lease ;
- (v) the lessee shall make and pay reasonable satisfaction and compensation for all injury which may be done by him in exercise of the powers granted by the lease, and shall indemnify the Government against all claims which may be made by third parties in respect of any such injury ;
- (vi) the lessee shall not cut or injure any tree reserved in the lease ;



- (vi) neither the lessee nor any person claiming through or under him shall assign the lease or transfer any right or interest thereunder, or underlet the whole or any portion of the premises comprised in such lease, without the assent of the Local Government first had and obtained ;
- (viii) the lessee shall commence operations within two years from the date of the execution of the lease, and shall thereafter carry them on effectually in a proper, skilful, and mininglike manner unless prevented by unavoidable cause ;
- (ix) the lessee shall keep correct accounts showing the quantity and particulars of all minerals obtained from the mine and the number of persons employed therein, and also complete plans of the mine, and shall allow any officer authorised by the Local Government in that behalf at any time to examine such accounts and plans, and shall furnish the Local Government with such information and returns in respect of the aforesaid matter as it may prescribe ;\*
- (x) the lessee shall allow any officer authorised by the Local Government in that behalf to enter upon the premises comprised in the lease for the purpose of inspecting the same ;
- (xi) the lessee shall without delay send to the Collector a report of any accident which may occur at or in the said premises, and also the finding therein of any mineral not specified in the lease ;
- (xii) should the royalty or rent reserved or made payable by the lease be not paid within two months next after the date fixed in the lease for the payment of the same, the Local Government may enter upon the said premises and detain all or any of the minerals or moveable property therein, and may carry away or detain them until the rent or royalty due and all costs and expenses occasioned by the non-payment thereof shall be fully paid ; and, if any royalty or rent remain at any time unpaid for six calendar months after the date on which it is due, the Local Government may determine the lease and take possession of the premises comprised therein ;
- (xiii) in case of any breach on the part of the lessee of any covenant or condition contained in the lease, the Local Government may determine the lease and take possession of the said premises ;
- (xiv) at the end or sooner determination of the lease, the lessee shall deliver up the said premises and all mines (if any) dug therein in a proper and workmanlike state, save in respect of any working as to which the Local Government may have sanctioned abandonment ;
- (xv) should any question or dispute arise regarding the lease or any matter or thing connected with the mines and minerals leased, or the working or non-working thereof, or the amount or payment of the royalty or rent reserved or made payable by the lease, the matter in difference shall be decided by the Local Government, whose decision thereon shall be final.

23. No lease of a mine of precious stones shall be granted except by the Governor General in Council. The procedure for obtaining and the conditions of such lease shall be those prescribed by Rules 17 to 22, read as if the Governor General in Council were substituted for the Local Government.

#### General Provisions as to Licenses and Leases.

24. (1) All operations conducted under the authority of these rules within a reserved forest shall be subject to such conditions as the Local Government may by general or special order from time to time prescribe.

(2) It shall be a condition of every license granted under these rules that, before the commencement of exploration or prospecting (as the case may be) within a reserved forest, notice shall be given to the District Forest Officer of the intention to commence operations, and that the operation shall be conducted subject to any conditions regarding the use of fire that he may prescribe.

(3) Every mining lease which includes any portion of a reserved forest shall, if it authorises the lessee to fell timber for mining purposes, specify the area within which, or the quantity up to which, and the terms and conditions upon which, he may exercise that authority.

25. Should the applicant for a prospecting license or mining lease desire the Collector to prepare for him the sketch required by Rule 11 (2) (d) or the map required by Rule 18 (c), or should the sketch or map presented by the applicant be insufficient, the Collector may prepare the sketch or map required, and may, if he so order, recover the cost from the applicant at a rate not exceeding 4 annas per acre. If the Local Government has prepared a map of a tract of country specially for the convenience of intending applicants for licenses

\* Note.—All information and returns obtained or furnished under this clause shall be treated as strictly confidential.



and leases under these rules, and if any applicant makes use of such map for the sketch or map aforesaid, it will be open to the Local Government to recover as above such share of the cost of preparing the map as it may consider to be equitably due from such applicant.

26. If a license or lease is not executed within six months after leave has been granted for it, the right of the applicant to such license or lease shall be held to have lapsed, unless the Local Government for special reasons consents to grant the same notwithstanding the delay.

SCHEDULE A.

(Vide No. 19 of Rules.)

Maximum area in square miles for Mining-lease—

Coal	2
Oil	1
Gold or silver	1
Metals	1
Precious stones	1

SCHEDULE B.

(Vide Nos. 15 (ii), 22 (ii), and 22 (iii) of Rules.)

—	Prospecting.	Mining.	
		Surface Rent per Acre.	Dead Rent per Acre (minimum).
Rent charged for—			
Coal	A moderate rent not exceeding one rupee per acre.	The rent rate assessable under the Revenue or Rent law of the Province; or, if no such rent is so assessable, the rate which may be fixed by agreement, subject to a maximum of one rupee.	4 annas.
Oil			1 rupee.
Gold or silver			1 rupee.
Iron			1 anna.
Other metals			1 rupee.

SCHEDULE C.

(Vide Nos. 15 (iii) and 22 (i) of Rules.)

Prospecting and Mining.

Royalty—

Coal, exclusive of dust and coal used on the works.	1 anna per ton.
Oil	8 annas per 40 gallons or 5 per cent. <i>ad-valorem</i> on gross value.
Gold or silver	7½ per cent. on the net profits of each year taken separately.
Iron	½ anna per ton of ironstone.
Copper, tin, lead, or other metals	2½ per cent. on the sale value at the pit's mouth or on the surface, of the dressed ore or metal, convertible at the option of the lessee to an equivalent charge per ton to be fixed annually or for a term.
Precious stones	30 per cent. on the net profits of each year taken separately.

\* Will be decided by the Government of India in each case on its merits.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations for information and guidance, and that a copy be forwarded to all Departments of the Government of India, to the Director, Geological Survey of India, and to the Inspector General of Forests, for information.

Ordered, also, that the Resolution be published in the Supplement to the *Gazette of India* for general information.

[True Extract.]

M. FINUCANE,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY 14TH MAY 1898, AND FROM 1ST JANUARY TO 13TH MAY 1899.**

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile during the 1st half of 1898.	WEEK ENDING 14TH MAY 1898.			WEEK ENDING 13TH MAY 1899.			Earnings from 1st January to 14th May 1898.	Earnings from 1st January to 13th May 1899.	Increase.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.				
			Total.	Per mile open.		Total.	Per mile open.			
State lines worked by companies.										
Standard gauge—										
East Indian	094	1,740	19,71,271	791	1,747	19,73,000	798	2,40,15,061	2,40,41,000	25,839
Bengal Central	162	122	18,307	732	135	18,200	150	4,05,684	3,01,000	1,04,684
Bengal Nagpur	181	862	1,86,320	216	1,180	1,78,000	150	32,25,675	33,01,000	75,325
Indian Midland (including Dhopal-Itan)	171	800	2,05,616	257	868	1,55,000	179	25,62,634	23,12,000	2,50,634
Howada extn. (East Coast State)	191	21	4,430	212	21	3,200	162	81,923	60,200	21,723
Washersopet-Ennur sec. (Bon.-Mad.)	119	9	602	87	9	900	100	19,777	28,500	8,723
Metre gauge—										
Rajputana-Malwa (incldg. G.-R.-Nagda)	204	1,015	5,63,956	310	1,015	4,82,000	268	84,98,217	92,76,000	7,77,783
Palampur-Deesa	44	17	940	55	17	600	35	11,734	13,800	2,066
South Indian	101	1,042	1,71,537	184	1,023	1,61,000	160	30,50,201	29,70,000	80,201
Mysore-Mutpet	88	54	4,895	91	54	4,800	91	80,024	81,500	1,476
Southern Mahratta (incldg. G.-M. From sec.)	163	1,105	1,34,341	115	1,185	1,89,000	120	22,45,724	21,70,000	75,724
Mysore section (Southern Mahratta)	107	290	80,707	104	296	23,500	72	8,00,370	3,50,000	4,50,370
Bengal and North-Western system	162	854	1,62,247	100	1,092	1,01,000	177	26,84,066	29,45,000	2,60,934
Lucknow-Bareilly	108	231	28,600	123	251	27,100	117	4,35,924	4,68,000	32,076
Assam-Bangal	90	290	21,202	71	451	28,300	72	4,01,171	4,30,000	28,829
Burma	223	936	2,01,348	215	936	1,00,100	177	41,18,500	35,15,000	6,03,500
TOTAL	206	10,253	36,02,810	283	11,009	35,12,000	258	5,25,81,561	5,21,14,000	4,667,561
State lines worked by the State.										
Standard gauge—										
North Western (a)	287	2,890	8,75,548	303	2,979	9,45,000	218	1,51,63,825	1,29,26,000	22,377,825
Oudh and Rohilkhand (incldg. m. g. link)	317	1,013	2,23,079	220	1,013	2,33,000	230	36,07,021	40,77,000	4,70,000
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,46,715	253	834	2,35,000	262	32,70,894	45,47,000	12,76,106
East Coast (b)	116	538	81,701	115	795	93,500	117	12,14,270	15,63,000	3,48,730
Special gauge—										
Jorhat	66	28	1,624	60	28	1,400	50	80,063	81,000	937
Cherra-Companyganj	20	...	...	...	...	...	...	(c) 174	(d) 1,400	1,226
TOTAL	261	5,291	13,08,727	339	5,026	12,07,700	215	2,54,94,537	2,29,81,000	25,135,537
Lines worked by guaranteed n. a.										
Standard gauge—										
Great Indian Peninsula system	514	1,491	10,16,911	682	1,491	9,41,000	430	1,51,22,003	1,58,61,000	7,39,000
Bombay, Baroda and Central India	775	461	4,91,777	1,087	461	4,20,000	911	61,54,255	65,29,000	3,74,255
Madras	254	840	2,20,403	270	840	1,91,000	916	40,97,893	31,59,000	9,38,893
TOTAL	480	2,793	17,29,091	632	2,793	12,42,000	445	2,53,74,151	2,58,49,000	4,74,849
TOTAL (GUARANTEED AND STATE)	297	18,320	31,05,801	341	19,427	24,49,700	271	10,81,23,611	10,21,44,000	5,99,611
Assisted companies.										
Standard gauge—										
Delhi-Cumilla-Kalka	217	162	30,195	188	162	25,600	158	6,89,797	5,20,000	1,69,797
Tarkapur	220	22	5,739	261	22	3,700	250	1,50,275	1,25,000	25,275
Southern Punjab (Delhi-Samastota)	75	400	37,881	95	423	32,600	77	4,18,429	4,79,000	60,571
Tapti Valley	...	...	...	...	30	3,200	61	...	34,000	34,000
Metre gauge—										
Brahmaputra-Saltanpur	...	...	...	...	25	800	34	...	(f) 5,200	5,200
Mymensingh-Jamshilpur-Jagannathganj	...	...	...	...	38	1,200	31	...	23,900	23,900
Rohilkhand and Kumaon (Co.'s sec.)	187	60	8,808	134	60	0,400	142	1,62,522	1,73,000	10,478
Bogwalia-Bazaul	...	...	...	...	18	600	20	...	(g) 5,300	5,300
Bengal Douars	106	30	3,008	85	34	2,700	75	3,03,653	55,100	2,48,553
Dibro-Badiya	200	78	15,236	196	78	14,000	179	3,03,107	3,20,000	16,893
Ahmedabad-Parantij	59	58	4,608	84	55	3,700	67	50,900	60,000	9,100
Special gauge—										
Derjeeling-Himalayan	266	51	16,803	329	51	17,000	333	2,53,364	2,33,000	20,364
Birni	158	21	3,222	172	21	2,000	178	67,083	70,000	2,917
TOTAL	135	691	1,28,037	141	1,028	1,18,300	115	21,79,300	21,45,100	34,200
Lines owned by native states and worked by other agencies.										
Standard gauge—										
Bina-Gazipur	21	74	2,063	28	74	5,100	69	30,893	90,000	59,107
Bhopal-Ujjain	75	114	9,246	91	114	11,800	104	1,63,601	2,01,000	37,399
Nagda-Ujjain	66	35	4,203	120	34	2,000	70	52,078	40,000	12,078
The Nizam's guaranteed state	225	331	64,585	283	334	70,000	212	15,00,840	14,33,000	67,840
The Gwalior's Pottal	70	13	1,023	79	13	1,000	77	12,681	18,000	6,319
Rajapur-Bhatinda	140	108	16,050	149	108	17,800	105	2,61,850	2,11,000	50,850
Kolar-Goldfields	408	10	5,306	531	10	1,800	180	76,680	80,000	3,320
Metre gauge—										
Torantpur-Mysore From. sec. (incldg. M.-Nanjangud)	71	68	4,052	70	80	3,000	30	68,583	56,900	11,683
The Gwalior's Meharana	61	83	8,218	82	94	7,700	83	1,30,204	1,20,000	10,204
Kolhapur	25	20	1,582	55	29	3,300	73	20,010	41,000	20,990
Special gauge—										
The Gwalior's Dabhol	18	70	6,320	30	70	7,000	69	75,449	82,000	6,551
Kajipia	13	10	183	7	24	700	20	3,703	15,000	11,297
Cooch Behar	63	22	726	32	31	1,000	30	24,570	26,000	1,430
TOTAL	133	926	1,44,244	145	1,012	1,44,100	123	24,04,611	24,10,000	5,969
Lines owned & worked by n. states.										
Metre gauge—										
Bharatpur-Bhind-Jamagad-Paybandar	128	331	63,099	191	324	30,200	112	2,55,520	7,76,000	5,20,480
Jaisalmer-Kajkot	80	46	5,067	116	48	3,700	80	60,054	77,100	17,046
Jamnagar	38	84	2,002	41	54	2,700	50	37,460	42,700	5,240
Dharampur	...	...	...	...	51	1,500	81	...	24,000	24,000
Jodhpore-Bikaner	66	304	23,706	65	407	20,400	67	4,09,418	7,17,000	3,07,582
Godavari-Chitaur	42	00	2,023	49	61	3,200	52	44,010	60,400	16,390
Special gauge—										
Morvi	33	94	10,908	117	94	0,300	60	1,20,322	1,80,000	59,678
TOTAL	46	932	1,08,908	174	1,017	30,600	98	14,00,233	14,00,000	3,000
GRAND TOTAL										
	278	21,045	64,80,900	309	24,482	61,16,000	230	18,95,23,295	18,95,23,295	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rya.

(b) Includes Howada-Madras rya.

(c) Closed for traffic.

(d) From 9th to 31st March 1899.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 13th May 1899.

(g) From 1st March to 13th May 1899.

W. J. McELHUNNY, Captain, R.E.  
Offg. Under Secy. to the Govt. of India.

Stamp: 26th May, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. VI of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98	WEEK ENDING 14TH MAY 1899.				WEEK ENDING 13TH MAY 1899.				Earnings from 1st April to 14th May 1899.	Earnings from 1st April to 13th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
East Indian	654	1,740	12,71,272	731	1,747	12,33,000	700	81,43,896	78,65,000	...	2,78,896	...	
Bengal Central	183	125	15,807	122	125	18,100	130	1,23,250	1,11,000	...	12,250	...	
Bengal Nagpur	139	802	1,86,328	218	1,186	1,76,000	130	12,58,180	10,75,000	...	1,83,180	...	
Indian Midland (incldg. Bhopal & Anw.)	155	800	2,65,815	257	908	1,52,000	173	9,21,074	9,77,000	55,926	...	...	
Bombay & C. (East Coast State)	145	21	4,450	212	21	3,200	152	31,018	21,000	...	10,018	...	
Wagharmatpet-Erandi sec. (Bor.-Mad.)	135	9	602	67	9	800	100	6,244	10,500	4,256	...	...	
Gujarat-Malwa (incldg. G.-B. Nagda)	210	1,815	5,62,058	810	1,813	4,92,000	286	21,33,181	20,81,000	...	52,181	...	
Punjab-Dogra	41	17	940	85	17	600	36	4,500	4,500	...	...	...	
South Indian	166	1,042	1,71,547	164	1,023	1,64,000	100	10,62,426	10,09,000	...	53,426	...	
Mayavaram-Metapet	92	54	4,295	91	54	4,900	91	31,405	27,500	...	3,905	...	
Southern Mahratta (incldg. G.-M. Fron. sec.)	112	1,165	1,31,341	115	1,165	1,38,000	120	8,62,293	7,87,000	...	75,293	...	
Hydco section (Southern Mahratta)	123	296	30,707	104	296	29,500	79	2,00,729	1,24,000	...	76,729	...	
Bengal and North-Western system	147	854	1,62,347	180	1,032	1,01,000	177	9,55,874	11,30,000	1,74,126	...	...	
Lucknow-Bareilly	81	331	25,659	128	231	27,100	117	1,55,570	1,59,000	...	3,430	...	
Avam-Bengal	78	288	21,202	74	434	29,300	73	1,57,051	1,52,000	...	5,051	...	
Dumra	186	930	2,01,343	215	936	1,66,000	277	11,70,020	10,22,000	...	1,48,020	...	
TOTAL	245	10,253	30,92,813	295	11,009	26,13,000	256	1,81,90,237	1,70,61,500	...	11,28,737	...	
State lines worked by the State.													
North Western (a)	236	2,890	8,75,548	803	2,850	6,45,000	218	40,78,686	41,67,000	...	88,314	...	
North and Rohilkhand (incldg. m. g. link)	138	1,013	2,23,078	220	1,013	2,34,000	230	13,15,372	15,04,000	...	1,88,628	...	
Eastern Bengal (incldg. metre & 2' 6")	302	813	2,04,715	253	854	2,30,000	382	14,94,990	14,19,000	...	75,990	...	
East Coast (b)	106	535	1,17,701	115	795	93,300	117	9,35,175	8,60,000	...	75,175	...	
at gauges—													
Chhat	68	28	1,084	60	25	1,400	54	10,600	9,000	...	1,600	...	
Cherra-Companyganj	44	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	236	5,281	13,04,727	254	5,628	12,07,700	215	82,87,656	76,60,000	...	6,27,656	...	
Lines worked by guaranteed cos.													
East Indian Peninsular system	381	1,491	10,15,911	982	1,491	6,41,000	430	52,45,918	44,90,000	...	7,55,918	...	
Bombay, Baroda and Central India	586	461	4,95,777	1,067	461	4,20,000	811	27,81,037	23,80,000	...	4,01,037	...	
Andhra	241	840	2,28,403	270	840	1,81,000	215	13,84,352	11,47,000	...	2,37,352	...	
TOTAL	348	2,792	17,39,151	621	2,792	12,42,000	445	94,11,307	80,17,000	...	13,94,307	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	292	18,000	61,06,691	943	10,427	52,63,000	271	1,66,02,750	1,50,83,500	...	15,19,250	...	
Lines owned by native states and worked by other agencies.													
Delhi-Delhi-Kalka	207	163	30,195	184	162	25,000	176	1,08,874	1,76,000	...	67,126	...	
Delhi-Delhi	378	22	5,739	261	22	5,700	259	57,011	48,000	...	9,011	...	
Southern Punjab (Delhi-Bombay)	42	400	37,561	95	423	32,800	77	1,83,813	1,78,000	...	5,813	...	
Patli Valley	...	...	...	...	...	2,200	63	...	12,100	...	...	...	
Simla-Mussoorie-Baltonpur	...	...	...	...	...	900	36	...	5,200	...	...	...	
Hydco-Jamshpur-Jagannathganj	...	...	...	...	...	1,200	36	...	7,200	...	...	...	
Delhi-Kand and Kumaon (Co.'s sec.)	121	66	8,568	134	60	9,400	152	69,400	57,000	...	12,400	...	
Delhi-Kand	...	...	...	...	...	18	18	...	3,400	...	...	...	
Delhi-Dogra	149	86	3,049	85	86	2,700	75	17,887	16,000	...	1,887	...	
Delhi-Sadiya	186	78	15,293	166	78	14,000	179	1,00,844	1,04,000	...	6,844	...	
Delhi-Dogra-Paritaji	45	55	4,068	84	55	3,700	67	27,162	22,800	...	4,362	...	
Delhi-Dogra	...	...	...	...	...	...	...	...	...	...	...	...	
Delhi-Dogra-Himalayan	274	51	10,803	329	51	17,000	333	1,11,595	84,000	...	27,595	...	
Delhi	125	21	3,622	172	21	2,900	128	21,931	20,700	...	1,231	...	
TOTAL	147	691	1,20,637	341	1,025	1,18,300	115	7,97,580	7,46,500	...	51,080	...	
Lines owned by native states and worked by other agencies.													
Delhi-Dogra	98	74	2,088	98	74	5,100	60	14,055	27,200	...	13,145	...	
Delhi-Dogra	61	114	9,846	81	114	11,800	104	67,377	72,800	...	5,423	...	
Delhi-Dogra	90	35	4,209	129	34	2,600	76	21,159	17,000	...	4,159	...	
Delhi-Nizam's Guaranteed State	311	334	84,245	253	334	20,800	212	5,42,257	4,40,000	...	1,02,257	...	
Delhi-Gauhati's Potli	54	13	1,028	70	13	1,000	77	6,780	7,300	...	520	...	
Delhi-Dogra	122	106	16,096	149	106	17,800	145	79,854	72,500	...	7,354	...	
Delhi-Gold-Bobla	402	10	5,900	531	10	1,800	180	23,660	13,500	...	10,160	...	
Delhi-Dogra	...	...	...	...	...	...	...	...	...	...	...	...	
Delhi-Dogra-Mysore Fron. sec. (incldg. M.-Nanjangad)	84	60	1,658	70	66	3,300	39	20,445	20,700	...	245	...	
Delhi-Dogra	71	66	8,318	69	66	7,700	63	51,164	42,800	...	8,364	...	
Delhi-Dogra	27	29	1,682	55	20	2,300	79	21,116	18,800	...	2,316	...	
Delhi-Dogra	...	...	...	...	...	...	...	...	...	...	...	...	
Delhi-Dogra's Dabhol	51	79	0,289	60	79	7,000	89	31,950	31,800	...	150	...	
Delhi-Dogra	11	10	133	7	24	700	29	1,354	5,100	...	3,746	...	
Delhi-Dogra	54	22	720	33	34	1,800	52	8,440	10,100	...	1,660	...	
TOTAL	120	995	1,44,314	145	1,012	1,34,400	133	6,80,955	7,70,200	...	89,245	...	
Lines owned & worked by n. states.													
Delhi-Dogra	97	334	63,690	191	334	39,200	117	3,44,614	2,50,000	...	94,614	...	
Delhi-Dogra	32	46	5,007	110	46	4,100	90	26,520	22,000	...	4,520	...	
Delhi-Dogra	35	54	2,602	48	54	2,700	50	16,638	14,800	...	1,838	...	
Delhi-Dogra	...	...	...	...	...	...	...	...	...	...	...	...	
Delhi-Dogra-Bikaner	42	344	23,706	55	407	28,400	97	1,61,034	3,24,000	...	1,62,966	...	
Delhi-Dogra-Chitor	88	60	2,956	49	61	3,200	52	17,735	18,700	...	965	...	
Delhi-Dogra	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	63	94	10,908	117	94	9,300	99	53,518	55,000	...	1,482	...	
GRAND TOTAL	75	942	1,08,938	116	1,017	10,000	95	6,21,215	6,01,000	...	20,215	...	
GRAND TOTAL	245	21,163	84,85,940	295	22,182	50,15,000	256	2,86,92,610	2,51,67,500	...	35,25,110	...	

Includes Jaipur and Kashmir and Hyderabad-Shahpalli rly.  
Includes Darwada-Madras rly.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

Printed, the 25th May, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

ACCOUNT.  
RAILWAY.

EAST INDIAN RAILWAY.

*Synopsis of the financial transactions for, and to end of, the year 1898.*

No. 114-A.R., dated Simla, the 18th May, 1899.

RESOLUTION—By the Government of India, Public Works Department.

Read the following :

Note by A. R. BECHER, Esq., Accountant General, Public Works Department, on the synopsis of the financial transactions of the East Indian Railway for the year 1898.

In continuation of my note No. 267 R. of 17th May 1898, I beg to submit, for the information of the Government of India, a synopsis of the financial transactions of the East Indian Railway from the date of its purchase by the State (1st January 1880) to the close of the year 1898.

2. The Capital Expenditure of the East Indian Railway may be thus stated.

Under the Purchase Act, 42 and 43 Vict., Cap. CCVI, the Capital Stock of the Company was taken over by Government at a commuted value of £125 for every £100 of Capital Stock :

The share capital of the Company, amounting to £26,200,000, was accordingly stated at	£	32,750,000
Under the same Act the debentures and debenture stock were taken over by Government, and amounted to	£	4,450,000
<b>TOTAL</b>		<b>37,200,000</b>

Rs.

The Company had at 31st December 1879 overdrawn from Government on Capital Account ... 26,45,269

The cost of the land taken up for the Railway and paid for by Government had been ... 59,26,183

and the further outlay to close of the year 1898 from grants by Government from borrowed moneys, and from debentures raised by the Company has been :

	Rs.	
On Construction Account ...	6,92,16,697	
" Stores Suspense Account ...	1,10,38,070	
" Capital Advance Account ...	—8,11,685	
	<u>7,94,43,082</u>	
		8,80,14,534

*Deduct*—Assets on the 31st December 1879, received by Government on purchase of the line and made over to the Company—

	Rs.	
Stores in stock ...	76,65,340	
Balance of cash and other Suspense accounts ...	8,22,167	
	<u>84,87,507</u>	

Realization by the sale of surplus and obsolete stores originally valued at Rs. 16,06,079 not taken over by the undertaking, and other miscellaneous receipts ...

6,30,652	
<u>91,18,159</u>	

making the Capital outlay at close of 1898...

Rs. 7,88,96,375 + £37,200,000



	Rs.
3. During the year 1898 the gross traffic earnings were ...	5,97,96,060
the working expenses ...	1,85,76,596
and the net earnings ...	4,12,19,464

4. These results of working the East Indian Railway affected the finances of the Government of India in the manner and to the extent exhibited in the following paragraphs.

5. The liabilities incurred by the Government of India in connection with the purchase of the East Indian Railway are as follows :

	Capital.	Interest.
	£	£
Sterling liabilities—		
(a) Debenture stock ...	1,500,000	67,500
(b) Annuities, terminable in 1953 ...	26,200,000	1,179,000 (inclusive of payment for redemption of Capital).
(c) Deferred annuities ...	6,550,000	262,000
		1,508,500
Less—Annual payment for redemption of Capital ...		65,500
		1,443,000
Net sterling annual liability ...		1,443,000 which at 15.8943 per rupee = Rs. 2,17,88,943.

6. The liabilities incurred by Government since the purchase of the line have been—

	Rs.
Debentures of old Company discharged ...	3,54,66,835
Debentures raised by new Company (£1,550,000)	2,68,80,832
	Rs.
Construction Account ...	6,92,16,697
Stores Suspense Account ...	1,10,38,070
Capital Advance Account ...	—8,11,685
	7,94,43,082
Less—Outlay met from debentures raised by the Company ...	2,68,80,832
	5,25,62,250
Land charges by the State ...	59,26,183
Capital overdrawn at time of purchase ...	26,45,269
	12,34,81,369
Less—Credits to Government for value of stores, etc., made over to the Company	91,18,159
TOTAL ...	11,43,63,210

The debentures raised by the Company form a sterling liability of £1,550,000 bearing interest at  $2\frac{1}{2}$  per cent. per annum, and the difference between the above total and the rupee equivalent of the debentures (11,43,63,210 — 2,68,80,832), viz., Rs. 8,74,82,378 represents the rupee liabilities incurred by Government.



7. The following, therefore, seems to be a fair account of the transactions of the railway, as they affect Government, for 1898 :

	Rs.	Rs.
Traffic earnings ... ..	5,97,96,060	
Less—Working expenses ... ..	1,85,76,596	
Net earnings ... ..		4,12,19,464
Sterling liabilities in connection with the purchase, £1,443,000 at 15'8943d. per rupee...	2,17,88,243	
Interest on debentures, £37,003 ... ..	5,58,683	
Interest on rupee liabilities—		
Interest on outlay to 30th June 1895, including land charges, Rs. 8,13,35,890 at 4 per cent.	32,53,436	
Interest on subsequent outlay, viz.—	Rs.	
From 1st July 1895 to 31st December 1897	27,50,170	
Half outlay during 1898 (33,96,318)	16,98,159	
	44,48,329	
at 3½ per cent. ... ..	1,55,692	
Payment of surplus profits to the Company ...	24,99,244	
Payment to the Company's Provident Fund ...	4,12,195	
Total payments ... ..		2,86,68,193
Net profit to Government ... ..		1,25,51,271

The corresponding net profit was—

	Rs.
in 1897 ... ..	1,24,81,903
" 1896 ... ..	77,89,472
" 1895 ... ..	70,76,494
" 1894 ... ..	56,27,445
" 1893 ... ..	85,23,279
" 1892 ... ..	73,98,751

8. The Capital outlay on the undertaking may be taken as under—

Sterling ( <i>vide</i> paragraph 2) ... ..	£ 37,200,000
	Rs.
Converted into Indian currency at the average rate of 19'961d. per rupee at time of purchase ... ..	44,72,72,180
Rupee debt ... ..	Rs. 11,43,63,210
Less—Rupee value of debentures discharged ( <i>vide</i> paragraph 6, <i>ante</i> ) ... ..	3,54,66,835
	7,88,96,375
TOTAL ... ..	52,61,68,555
The interest at 1 per cent. on this Capital would be ... ..	52,61,686

It follows from this that—

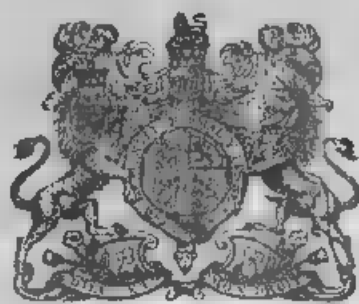
- (i) the net earnings of the railway are  $\frac{4,12,19,464}{52,61,686}$ , or 7·83 per cent. on the Capital invested by the Government in it ;
- (ii) the burden which Government bears in respect of it is  $\frac{2,86,68,193}{52,61,686}$ , or 5·45 per cent. ;
- (iii) the clear profit to Government is 2·38 per cent.

ORDER.—Ordered that a copy of the note and accompaniment now read, be forwarded to the Consulting Engineer to the Government of India for Railways, Calcutta, and to the Department of Finance and Commerce, for information.

F. R. UPCOTT,

Secretary to the Government of India.





SUPPLEMENT TO  
**The Gazette of India.**

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No. 22.]

CALCUTTA, SATURDAY, JUNE 3, 1899.

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**OFFICIAL PAPERS.**

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Burma—</b>												
Tonasserie—												
Mergai . . . . .	...	...	28-78	...	...	...	...	...	...	...	...	...
Tatoy . . . . .	...	...	24-53	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	35-9	...	50-28	...	...	...	...	...	...	...
Pegu (deltaic)—												
Bangoon . . . . .	...	...	25-4	...	37-21	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	21-92	...	...	...	...	...	...	...	...	...
Bassau . . . . .	...	...	27-85	...	...	...	...	...	...	...	...	...
Pegu (inland)—												
Hennada . . . . .	...	...	25-4	...	...	...	...	...	...	...	...	...
Tongoo . . . . .	...	...	29-09	...	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay . . . . .	...	...	31-84	...	37-88	...	...	...	...	...	8-04	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	29-70	...	...	...	...	...	...	...	20-19	...
Arakan—												
Syaukpya . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
Brahmaputra—												
Gualpara . . . . .	10	17-5	25-75	22-5	...	...	...	...	...	...	...	...
Gualati . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
Eastern—												
Chittagong . . . . .	...	...	26-25	40	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	19-75	34-37	25	28-75	...	...	7-5	17-5	...	...
Dacca—												
Midnapur . . . . .	...	...	23-18	30-63	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	30	32-5	30	35	...	...	21-25	28-75	20	22-5
Central—												
Bardwan . . . . .	...	...	28-75	30-63	...	...	...	...	...	...	...	...
Panna . . . . .	...	...	22-19	33-28	18-75	31-43	...	...	...	...	...	...
Northern—												
Bangpur . . . . .	...	...	21-25	30	30	40	...	...	...	...	...	...
Orissa—												
Cuttack . . . . .	...	...	27-72	27-81	25	40	...	...	...	...	...	...
Bihar, south—												
Patna . . . . .	...	...	19-06	25-94	21-87	27-5	...	...	13-75	15-94	10	...
Bihar, north—												
Bhagalpur . . . . .	...	...	24-22	28-44	23-5	28-44	...	...	13-12	19-37	...	...
Muzaffarpur . . . . .	...	...	27-5	30-84	24-23	28-44	...	...	15-21	15-94	...	...
<b>N. W. Provinces—</b>												
Eastern—												
Benares . . . . .	16-45	22-5	27-45	30-48	22-71	29-23	25-73	30-37	15	19-17	...	17-5
Central—												
Cawnpore . . . . .	17-4	21-35	26-87	34-79	22-24	29-37	26-67	32-63	15-09	18-18	...	18-5
Jhansi . . . . .	12-19	21-09	32-03	32-4	24-87	25-42	25-59	30-1	14-84	15-28	13-91	15-75
Western—												
Mourat . . . . .	...	...	33-53	...	21-61	30	23-85	...	10-67	18-12	...	...
Agra . . . . .	...	...	37-5	41-87	23-75	30	...	...	15-31	18-00	15-63	...
Submontane, west—												
Shahjahanpur . . . . .	...	...	...	...	19-74 and 20-20	27-10	...	...	12-29	15-28	...	...
<b>Oudh—</b>												
Southern—												
Lucknow . . . . .	14-27	21-04	28-54	36-35	21-3	27-03	25-78	30-78	16-79	18-03	12-5	18-53
Northern—												
Fyzabad . . . . .	14-37	18-65	33-23	...	21-04	28-28 to 31-25	...	...	18-9	18-91	11-79	17-12

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAGI.		MAIZE.		GRAM.		ADHAR DÁL.		GRI.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
...	...	...	...	...	...	...	...	...	...	...	...	Burma--
...	...	...	...	...	...	27-04	...	...	...	...	...	Tenasserim--
...	...	...	...	...	...	25-70	...	60-38	...	...	...	Mongul.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Boulmoin and Amherst.
...	...	...	...	...	...	28-07	...	80-02	...	...	...	Pegu (deltaic)--
...	...	...	...	...	...	...	...	...	...	...	...	Hangoon.
...	...	...	...	...	...	30-25	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassan.
...	...	...	...	...	...	38-1	...	60-42	...	...	...	Pegu (inland)--
...	...	...	...	...	...	26-46	...	...	...	...	...	Honnada.
...	...	...	...	...	...	...	...	...	...	...	...	Toungon.
...	...	...	...	10-61	...	20-65	...	41-03	...	...	...	Upper Burma--
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	20	...	55-83	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku.
...	...	...	...	...	...	38-1	...	53-33	...	...	...	Arakan--
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpada.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam--
...	...	...	...	...	...	...	...	...	...	...	...	Arakmaputra--
...	...	...	...	...	...	...	...	...	...	...	...	Godipara.
...	...	...	...	...	...	...	...	...	...	...	...	Gaulati.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal--
...	...	...	...	...	...	27-5	45	40	...	420	400	Eastern--
...	...	...	...	...	...	22-5	38-12	27-5	82-5	350	350	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
22-5	30	...	...	17-5	20-62	20	27-5	30	35	330	330	Deltaic--
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	18-25	27-5	25	82-5	330	330	Central--
...	...	...	...	...	...	18-41	25-31	31-23	86-25	470	400	Bardwan.
...	...	...	...	...	...	...	...	...	...	...	...	Palna.
...	...	...	...	15	20	17-5	31-25	40	62-5	345	340	Northern--
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur.
...	...	...	...	...	...	30-94	26-56	17-07	23-44	370	360	Orissa--
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack.
...	...	...	...	5-75	15-94	13-12	20	19-06	19-06	290	300	Bihar, south--
...	...	...	...	...	...	...	...	...	...	...	...	Patna.
...	...	...	...	14-07	16-23	15	23-12	30	22-5	315	350	Bihar, north--
...	...	...	...	15-31	30	18-56	...	23-28	23-44	304-69	320	Bhagalpur.
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur.
...	...	...	...	...	...	14-91	21-41	22-08	27-68	335-26	345-1	N.-W. Provinces--
...	...	...	...	...	...	...	...	...	...	...	...	Eastern--
...	...	...	...	...	...	...	...	...	...	...	...	Banars.
14-06	18-58	...	...	...	15-68	16-51	19-74	...	26-67	290-89	290-68	Central--
17-08	...	...	...	12-03	10-42	17-34	17-66	20-26	31-35	267-5	285	Cawnpore.
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi.
...	...	...	...	...	...	21-04	30-94	...	...	312-19	...	Western--
...	...	...	...	...	...	...	...	...	...	...	...	Meerut.
16-75	...	...	...	14-37	...	19-75	18-12	23-12	26-59	290	297-5	Agra.
...	...	...	...	...	...	15-99	20	...	...	345	325	Submontane, west--
...	...	...	...	...	...	...	...	...	...	350	...	Shahjahanpur.
14-79	21-01	...	...	11-87	17-03	18-04	31-61	14-89	...	315	320	Oudh--
...	...	...	...	...	...	...	...	...	...	...	...	Southern--
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow.
21-01	...	...	...	13-44	18-28	15-08	30-78	20	...	304-37	305	Northern--
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad.



## WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899—continued.

Districts.	GUM.		SALT.		TOBACCO LEAF.		TURNERIO.		GRASS.		STRAW.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergui . . . . .	...	...	11-31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-53	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	25-09	...	...	...	...	...	...	...	...	...
<b>Pegu (deltaic)—</b>												
Bangoo . . . . .	...	...	19-08	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-39	...	...	...	...	...	...	...	...	...
Bassah . . . . .	...	...	22-51	...	...	...	...	...	...	...	...	...
<b>Pegu (inland)—</b>												
Henzada . . . . .	...	...	34-27	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	24-51	...	...	...	...	...	...	...	...	...
<b>Upper Burma—</b>												
Mandalay . . . . .	...	...	20-63	...	...	...	...	...	...	...	...	...
Bamu . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokko . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<b>Arakan—</b>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25-1	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<b>Brakmapura—</b>												
Goalpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong . . . . .	...	...	35	37-5	100	100	...	...	...	...	...	...
Dacca . . . . .	...	...	35-62	37-5	60	65	...	...	2-5	2-5	...	...
<b>Central—</b>												
Mirzapur . . . . .	...	...	35	36-87	82-5 and 75	62-5	...	...	...	...	1-55	1-5
Barhata . . . . .	...	...	38-75	34-37	60	90	...	...	3-88	3-88	6-35	7-5
<b>Central—</b>												
Bardwan . . . . .	...	...	33-5	33-75	...	...	...	...	...	...	3-12	3-12
Patna . . . . .	...	...	38-75	38-75	75	70	...	...	...	...	7-5	10
<b>Northern—</b>												
Rangpur . . . . .	...	...	40	40	70	60	...	...	2-75	12(a)	5	12(a)
<b>Orissa—</b>												
Cuttack . . . . .	...	...	50	50-62	45	55	...	...	5-57	5-55	4-27	...
<b>Bihar, south—</b>												
Patna . . . . .	...	...	35	35	30	30	...	...	3-75	3-75	3-12	3-12
<b>Bihar, north—</b>												
Bhagalpur . . . . .	...	...	38-75	38-75	50	50	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	38-28	38-28	60	100	...	...	...	...	...	...
<b>N.W. Provinces—</b>												
<b>Eastern—</b>												
Benares . . . . .	27-68	40-75	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Cawnpore . . . . .	34-79	34-79	...	...	50	55	112-25	97-5	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<b>Western—</b>												
Meerut . . . . .	25-54	...	...	...	183-28	...	...	...	...	...	...	...
Agra . . . . .	35	40	...	...	...	...	...	...	...	...	...	...
<b>Submontane, west—</b>												
Shahjahanpur . . . . .	...	...	...	...	...	...	105 and 110	105 to 110	...	...	...	...
<b>Oudh—</b>												
<b>Southern—</b>												
Lucknow . . . . .	30-70	44-43	...	...	70	70	...	...	...	4-91	...	...
<b>Northern—</b>												
Fyzabad . . . . .	25	37-15	...	...	...	...	...	...	...	2-51	...	...

(a) Per bundle.







## WHOLESALE PRICES FOR THE END HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern— Ajmere . . . . .	33-80	33-30	...	...	29-03	32-03	...	...	29-84	30	20	17-34
<b>Punjab—</b>												
Southern— Ferozpur . . . . .	15-38	20	40	60-67	20-06	20-08	26-67	34-79	12-5	16-96	19-06	20
Central— Lahore . . . . .	16-08	22-66	35-38	40	26-09	26-63	20-12	30	12-5	16-20	20-53	22-19
South-eastern— Delhi . . . . .	21-04	25	30-78	36-35	21-04	26-67	27-6	34-79	13-36	16-68	17-4	18-18
Submontane— Amritsar . . . . .	10-06	25	31-06	44-48	20	28-58	28-80	30-21	...	15-36	20	...
Northern— Rawalpindi . . . . .	16-67	14-70	40-72	51-32	22-5	25	26-56	28-59	12-92	11-77	14-84	15-20
Western— Multan . . . . .	12-06	13-6	24-27	28-07	24-53	23-33	20-63	27-19	16-3	18-12	14-70	22-19
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	30-87	...	...	18-44	22-75	...	...
Shikarpur . . . . .	...	...	...	...	24-37	33-04	...	...	14-37	...	12-81	13-21
Quetta . . . . .	...	...	...	...	25	30-19	60	65	20-94	25	18-19	22-10
<b>Bombay—</b>												
Deccan— Dhule . . . . .	...	...	...	...	22-54	...	...	...	...	...	18-18	...
Rhodesia . . . . .	...	...	...	...	...	43-02	...	...	...	...	18-12	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh— Ahmednagar . . . . .	...	...	...	...	26-41	...	...	...	...	...	14-84	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Gujarat—</b>												
Surat . . . . .	...	...	...	...	29-9	30-01	...	...	...	...	12-18	23-07
Ahmedabad . . . . .	22-5	...	...	...	32-5	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western— Nagpur . . . . .	...	...	28	...	28	35	23-81	44-44	...	...	16-31	21-59
Central— Jubbulpore . . . . .	22-10	...	28-5	26-60	22-75	32	27-50	38-06	...	...	17-27	17-67
Eastern— Raipur . . . . .	...	...	29	29	29	31	33	40	...	...	...	...
<b>Berar—</b>												
Hawin . . . . .	...	...	...	...	20-79	30-29	...	...	...	...	11-54	13-27
Ellenore . . . . .	...	...	30-67	38-60	30-56	30	44-44	57-11	...	...	14-81	20
Amroli . . . . .	...	...	40	44-37	33-33	44-37	40	50	...	...	12-5	18-12
<b>Madras—</b>												
South, central— Quintakore . . . . .	...	...	...	...	...	...	...	...	...	...	20-1	26-9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15-5	20
Cuddapah . . . . .	17-8	20-4	38-6	39-2	...	...	...	...	...	...	15-5	22-9
Karadi . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	17-2	22-9	30-8	45-7	...	...	...	...	...	...	...	...
Tanjore . . . . .	18-9	22-7	34-7	43-4	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madras . . . . .	...	...	...	...	...	...	...	...	...	...	20	29-2
<b>Mysore—</b>												
Mysore . . . . .	21-19	32-91	38-82	41-8	33-81	48-98	61-08	54-87	...	...	...	14-63
Bangalore . . . . .	12-25	19-6	35-03	50-08	29-2	50-44	30-2	47-04	...	...	15-03	23-51



(The figures represent prices per ten mounds in rupees and decimals of a rupee.)

RAJBA.		RAJG.		MAIZE.		GRAM.		ANJAN DAL.		GR.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
24-05	25	...	...	20	21-02	24-05	24-00	...	...	330-37	326-87	Rajputana— Eastern— Ajmere.
20	18-96	...	...	12-5	12-36	18-19	19-08	36-35	37-13	310	378-45	Panjab— Southern— Ferozpur.
19-22	21-87	...	...	12-41	16-1	19-11	18-8	20-06	43-85	320	335-87	Central— Lahore.
19-03	17-4	...	...	14-79	17-4	20-52	20	27-6	33-31	320	345-04	South-eastern— Delhi.
...	...	...	...	11-41	...	17-19	19-53	...	...	...	...	Submontane— Amritsar.
17-34	18-18	...	...	14-84	14-79	18-59	22-19	30	50	277-03	329	North-east— Rawalpindi.
17-4	18-12	...	...	18-75	20-84	19-48	20-32	...	...	320	336-36	Western— Multan.
21-58	18-78	...	...	...	...	28-44	29-37	...	...	360	400	Sind and Baluchistan— Karachi. Shikarpur.
...	...	...	...	22-5	28-12	...	...	57-5	56-27	320	360	Quetta.
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	27-55	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	22-86	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
24-48	27-4	...	...	...	...	...	31-33	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	...	...	20	25	30	25	333-31	320	...
...	...	...	...	...	...	16-69	21-63	...	...	285	285	Central— Jubbulpore.
...	...	...	...	...	...	15	20-5	...	...	330	310	Eastern— Raipur.
20	33-33	...	...	...	...	28-57	30-36	22	36-36	360	320	Berar— Rasim. Ellichpur. Amrighi.
13-91	31-78	...	...	...	...	25	31-75	26-04	28-75	290	325	...
18-6	18-1	15-4	21-7	...	...	31-3	40	...	...	330-4	400	Madras— South, central— Vijayanagara. Belur.
...	...	...	...	...	...	...	...	...	...	299-7	325-1	...
19-2	20-5	...	...	...	...	24-7	40	17-7	...	270-1	330-4	Central— Bellary. Channarayana. Karnal.
...	...	...	...	...	...	...	...	...	...	215-7	333-3	...
...	...	17-1	25-0	...	...	...	...	20-6	31-4	...	...	East Coast, central— Bellary.
...	...	...	...	...	...	23-2	46	...	...	263-3	329-1	East Coast, south— Madras. Tamilore. Trichinopoly.
...	...	18-6	24-9	...	...	...	...	...	...	...	...	...
25-5	...	...	...	...	...	...	...	25-6	31	...	...	Southern— Madras.
...	...	19-10	20-08	...	...	13-44	37-71	57-0	75-43	370-33	346-62	Mysore— Mysore. Bangalore.
...	...	14	22-87	...	...	17-43	38-83	33-68	47-04	348-6	377-02	...



## WHOLESALE PRICES FOR THE 2nd HALF OF APRIL 1898 AND 1899—continued.

DISTRICTS.	GDR.		SALT.		TOBACCO LEAF.		TURKERIC.		GRAIN.		STRAW.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	44-48	52-58	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	125-63	118-18	5-85	3-25	3-90	5
Central—												
Lahore . . . . .	...	...	...	...	57-13	57-34	112-24	123-07	6-02	10	4-01	4-43
South-eastern—												
Delhi . . . . .	...	...	...	...	80	90	123-07	114-27	7-27	0-67	7-27	6-67
Submontane—												
Amritsar . . . . .	...	...	...	...	80-75	82-5	...	...	...	...	4-01	4-42
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	133-83	100	0-67	5-73	6-67	5-73
Western—												
Multan . . . . .	...	...	...	...	100	100	145-43	133-33	4-43	3-07	5	5
<b>Sind and Beluchistan—</b>												
Karachi	...	...	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	85-78	45-91	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dharwar	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur	...	...	...	...	...	...	...	...	...	...	...	...
Purna . . . . .	47-92	70-62	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmadnagar . . . . .	51-67	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	89	88-56	82-5	60	120	120	...	...	...	...
Eastern—												
Balpur . . . . .	...	...	38	42	115	180	90	80	...	...	...	...
<b>Berar—</b>												
Bisim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	130	95	4	8	...	...
Amroli . . . . .	...	...	...	...	180	180	140	125	31(a)	25(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54-4	56-9	...	...	...	...	...	100	...	...	2-5	2-5
Salom . . . . .	...	...	...	...	124-1	137-5	61-7	68-5	...	...	5-1	6-6
Central—												
Bollary . . . . .	38-6	45-6	...	...	...	...	...	...	...	...	2-5	...
Cuddapah . . . . .	...	...	...	...	...	...	60-9	55	...	...	...	...
Karnul . . . . .	...	...	...	...	39-5	68-7	58-8	61-5	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2-6	4-4
East Coast, south—												
Madras . . . . .	44-4	57-6	...	...	189-9	181-7	74-1	57-6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	118-6	118-8	...	...	...	...	...	...
Southern—												
Madras . . . . .	...	...	...	...	160-6	118-8	...	...	...	...	4-5	4-3
<b>Mysore—</b>												
Mysore . . . . .	58-58	68-58	...	...	374	374	118-37	101-29	10-71	20-5	7-14	7-14
Bangalore . . . . .	83-53	55-69	...	...	342-5	342-75	154-12	83-69	3-21	16-67	10	12-6

(a) Per 100 pulles weighing on an average 150 lbs.



(The figures represent prices per ten manads in rupees and decimals of a rupee.)

JAWAN STALKS.		BRUSA.		SHRIMP, PER SCORE.		GOATS, PER SCORE.		PLOWN BULLOCKS, PER PAIR.		Districts.
1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	
8-38	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmera.
...	15	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112-5	105	Central— Lahore.
30	4-48	...	...	80	80	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
5	6-67	...	...	60	60	...	...	80	80	Northern— Rawalpindi.
10	4-37	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Beluchistan— Karachi. Shikarpur.
...	...	7-5	8-75	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	40	40	...	...	42	38	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
...	...	...	...	...	...	...	...	...	...	Berar— Bilaspur. Ellichpur. Amruti.
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salen.
...	...	...	...	60	100	60	100	70	120	Central— Bellary. Cuddalore. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	...	...	...	...	40	41	Southern— Madras.
...	...	...	...	...	...	...	...	...	...	Mysore— Mysore. Bangalore.

J. E. O'CONNOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
June 2, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CHUNU (Pennisetum typhoides).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
Burma—												
Tenasserim—												
Mergui	...	...	...	...	10 10	10 10	11 5	11 5	...	...	...	...
Tavoy	...	...	...	...	13 7	13 7	15 10	15 10	...	...	...	...
Moulmein and Amphur	7 —	7 —	...	...	10 3	10 3	12 8	12 8	...	...	...	...
Pegu (delta)—												
Pegu	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Bangoon	9 12	9 12	...	...	11 12	11 6	15 —	14 3	...	...	...	...
Thongwa	...	...	...	...	11 3	11 3	12 1	13 1	...	...	...	...
Bassein	...	...	...	...	11 14	11 14	18 9	18 9	...	...	...	...
Pegu (inland)—												
Tharawadi	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Hensada	...	...	...	...	9 15	10 11	14 11	14 11	...	...	...	...
Prome	...	...	...	...	10 5	10 5	18 4	18 4	...	...	...	...
Toungoo	...	...	...	...	11 3	11 3	12 6	12 6	...	...	...	...
Thayemyo	12 18	14 8	...	...	11 3	10 9	14 8	14 8	22 10	22 10	...	...
Upper Burma—												
Mandalay	11 —	11 3	...	...	11 9	11 9	12 1	12 1	44 13	...	...	...
Bamo	...	...	...	...	13 —	13 —	17 —	17 —	...	...	...	...
Pakokku	...	...	...	...	9 2	9 2	12 12	12 12	18 8	18 8	...	...
Madrilla	...	...	...	...	12 2	12 2	15 3	15 3	...	...	...	...
Arakan—												
Sandoway	...	...	...	...	15 9	13 —	18 4	18 4	...	...	...	...
Kyaukpada	...	...	...	...	11 4	10 8	12 4	12 —	...	...	...	...
Akyab	...	...	...	...	14 —	15 —	15 —	15 —	...	...	...	...
Assam—												
Burma—												
Sylhet	...	...	...	...	14 14	15 13	18 6	19 8	...	...	...	...
Cachar	8 —	8 —	...	...	6 —	6 —	10 —	10 —	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills	6 4	5 5	...	...	6 —	6 1	7 2	8 1	...	...	...	...
Garo Hills	...	...	...	...	4 8	4 8	20 —	20 —	...	...	...	...
Manipur	...	...	...	...	50 —	50 —	34 —	34 —	...	...	...	...
Brahmaputra—												
Goalpara	30 —	24 —	...	...	6 —	6 —	10 —	10 —	...	...	...	...
Kamrup	10 —	9 —	...	...	10 —	10 3	13 —	13 —	...	...	...	...
Darrang	9 —	9 —	...	...	11 —	11 —	13 8	13 8	...	...	...	...
Nowgong	...	...	...	...	6 12	5 12	13 —	13 —	...	...	...	...
Sibsagar	...	...	...	...	6 —	6 —	12 —	12 —	...	...	...	...
Lakhimpur	5 8	5 8	...	...	6 8	6 8	14 —	14 —	...	...	...	...
Bengal—												
Eastern hill tracts—												
Naga Hills	...	...	...	...	6 —	6 —	12 —	12 —	...	...	...	...
Burma—												
Backerganj	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Noakhali	...	...	...	...	11 —	11 —	16 —	16 —	...	...	...	...
Chittagong	...	...	...	...	13 —	13 —	14 8	14 8	...	...	...	...
Tippora	...	...	...	...	10 —	10 —	17 13	17 13	...	...	...	...
Dacca	14 —	14 —	22 —	22 —	13 —	13 —	18 —	18 —	...	...	...	...
Marmasringt	13 9	13 9	10 —	10 —	14 —	14 —	20 —	20 —	...	...	...	...
Dakka—												
Khulna	...	...	...	...	18 —	18 —	19 —	19 —	...	...	...	...
24-Parganas	...	...	...	...	10 —	10 —	13 12	14 —	...	...	...	...
Midnapur—												
Midnapur	18 —	18 —	...	...	12 —	12 —	17 8	18 —	...	...	...	...
Howrah—												
Howrah	...	...	...	...	10 8	10 8	14 —	14 —	...	...	...	...
Calcutta—												
Calcutta	12 4	12 4	17 12	17 12	8 —	8 —	12 4	12 4	17 12	17 12	16 —	17 12
Hughly	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagar)	17 12	18 13	26 11	26 11	8 2	8 2	15 0	15 9	...	...	...	...
Jessore	10 —	10 —	16 —	16 —	11 —	11 —	16 —	16 —	...	...	...	...
Faridpur	...	...	...	...	5 8	5 8	19 —	19 —	...	...	...	...



the number of aers (of 80 tolas) and chittacks sold for one rupee.)

MABTA OR BAGI (Hindu and core- cess).		KANONI OR BAKUN, ITALIAN MILLET (Salsola italica).		GRAM, CHENNA, CHOLA, KADALAY OR KUNAGA (Cicer oryzinum).		MAIES (Zea Mays).		ARHAR, OR TRUR, CADJAN YRA (Cajanus indicus).		SALT.		CHITTACKS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	13 14	13 14	Burma—
...	...	...	...	6 9	6 9	...	...	...	...	13 14	13 14	Tanasserim—
...	...	...	...	9 6	9 6	...	...	7 —	7 —	14 —	14 —	Margui.
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy.
...	...	...	...	...	...	...	...	...	...	...	...	Moolmein and Amherst.
...	...	...	...	11 2	11 2	20 8	20 8	9 —	9 —	14 —	14 —	Pegu (deltic)—
...	...	...	...	13 —	13 —	...	...	10 —	10 —	13 12	13 12	Pegu.
...	...	...	...	...	...	...	...	...	...	13 2	13 2	Bangoon.
...	...	...	...	9 7	9 7	...	...	...	...	13 13	13 13	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassuin.
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	8 15	8 15	...	...	5 11	5 11	10 —	10 —	Tharawadi.
...	...	...	...	14 14	14 14	...	...	7 —	7 —	14 8	14 8	Houada.
...	...	...	...	13 10	13 10	...	...	...	...	14 2	14 2	Prome.
...	...	...	...	16 —	16 —	37 9	37 9	11 —	11 8	14 8	14 8	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayekmyo.
...	...	...	...	18 12	18 12	38 —	38 —	3 10	3 10	16 —	16 2	Upper Burma—
...	...	...	...	6 —	6 —	...	...	8 8	8 8	3 —	3 —	Mandalay.
...	...	...	...	17 2	17 2	...	...	8 7	8 7	13 8	13 8	Bamo.
...	...	...	...	17 8	17 8	36 14	36 14	5 —	5 —	14 4	14 4	Pakokta.
...	...	...	...	...	...	...	...	...	...	...	...	Moiktila.
...	...	...	...	...	...	...	...	...	...	13 9	13 4	Aracon—
...	...	...	...	...	...	...	...	...	...	20 —	24 —	Bandoway.
...	...	...	...	10 —	10 —	...	...	7 —	7 —	10 —	10 —	Kyaukpada.
...	...	...	...	...	...	...	...	...	...	...	...	Akyah.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	13 4	13 4	...	...	11 4	11 4	10 4	10 4	Surma—
...	...	...	...	10 10	10 10	...	...	9 2	9 2	9 —	9 —	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cocher.
...	...	...	...	9 8	9 8	16 2	16 12	6 4	7 3	7 2	6 8	BJI tracts—
...	...	...	...	8 —	8 —	...	...	4 —	6 —	6 8	6 8	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	3 —	3 —	4 —	4 —	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	13 —	13 —	...	...	11 —	11 —	10 —	10 —	Brahmaputra—
...	...	...	...	17 —	17 —	...	...	11 —	11 —	10 —	10 —	Godipara.
...	...	...	...	12 —	12 —	...	...	10 —	10 —	10 —	10 —	Kamrup.
...	...	...	...	9 —	9 —	...	...	9 —	9 —	9 —	9 —	Darrang.
...	...	...	...	10 —	10 —	...	...	9 —	9 —	9 —	9 —	Nongong.
...	...	...	...	13 —	13 —	...	...	10 —	10 —	9 —	9 —	Sihangar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	4 6	4 6	...	...	4 8	4 8	4 8	4 8	Eastern Hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	15 —	15 —	...	...	...	...	10 —	10 —	Eastern—
...	...	...	...	12 6	12 6	...	...	...	...	9 —	9 —	Backerganj.
...	...	...	...	12 8	12 8	...	...	9 2	9 2	10 8	10 8	Nonkhali.
...	...	...	...	10 —	10 —	...	...	13 —	13 —	10 —	10 —	Chittagong.
...	...	...	...	15 —	15 —	...	...	10 8	10 8	10 —	10 —	Tippora.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Maimensingh.
...	...	...	...	16 —	16 —	...	...	10 —	10 —	10 —	10 —	Deltic—
...	...	...	...	18 4	18 4	...	...	13 4	13 14	11 —	11 —	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	24-Parganna.
...	...	...	...	21 —	21 —	...	...	14 —	14 —	11 4	11 8	Midnapur.
...	...	...	...	16 —	16 —	...	...	13 4	13 4	10 8	10 8	Howrah.
...	...	...	...	17 13	17 13	20 —	20 —	12 4	12 4	10 —	10 —	Calcutta.
...	...	...	...	18 —	18 —	...	...	11 —	11 —	10 —	10 —	Hooghly.
...	...	...	...	20 1	20 1	...	...	12 5	12 5	11 10	11 10	Nadia (Krisnaganj).
...	...	...	...	16 —	16 —	...	...	12 —	12 —	10 —	9 8	Jessore.
...	...	...	...	26 —	26 —	...	...	...	...	10 —	10 —	Faridpur.



## RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899—continued. (The figures

DISTRICTS.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUN (Andropogon sorghum).		BAJRA OR COBBI (Pennisetum typhoides).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
<i>Central—</i>												
Bachra . . . . .	15 —	14 —	20 —	20 —	13 4	13 4	17 8	17 8	...	...	...	...
Haridwar . . . . .	17 —	16 8	...	...	14 —	15 —	16 8	16 8	...	...	...	...
Birbhum . . . . .	18 —	18 —	...	...	15 —	15 —	18 —	18 —	...	...	...	...
Murshidabad . . . . .	18 — and 20 —	19 — and 21 4	21 8	22 —	13 —	13 —	17 8	18 —	...	...	...	...
South Parganas . . . . .	14 —	14 8	25 —	25 —	15 —	15 8	21 —	21 —	...	...	...	...
Patna . . . . .	21 —	22 8	25 —	25 —	7 —	7 —	18 —	18 —	...	...	...	...
Bogra . . . . .	16 8	16 8	...	...	15 —	15 —	22 8	22 8	...	...	...	...
Rajahm . . . . .	20 10	21 8	27 8	28 —	15 12	15 12	18 —	18 8	...	...	...	...
Maida . . . . .	...	22 —	...	...	11 —	10 —	19 —	20 —	...	...	...	...
<i>Northern—</i>												
Bangpur . . . . .	13 —	13 —	...	...	9 —	10 —	16 —	16 —	...	...	...	...
Dinajpur . . . . .	15 —	15 —	16 —	16 —	13 —	13 —	21 14	20 —	...	...	...	...
Jalpaiguri . . . . .	17 —	16 —	...	...	5 —	5 —	15 —	15 —	...	...	...	...
<i>Hill—</i>												
Darjeeling . . . . .	9 —	9 —	10 —	10 —	5 8	5 8	14 —	16 —	...	...	...	...
<i>Orissa—</i>												
Puri . . . . .	13 2	12 —	...	...	11 —	11 —	18 8	18 8	...	...	...	...
Cuttack . . . . .	14 7	14 7	...	...	10 8	10 8	18 8	18 8	...	...	...	...
Balasore . . . . .	14 —	13 —	10 —	10 —	12 —	12 —	17 —	18 —	...	...	...	...
<i>Chota-Nagpur—</i>												
Bingbhum . . . . .	13 —	8 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manbhum . . . . .	14 —	8 —	22 —	24 —	13 —	13 8	21 8	21 8	...	...	...	...
Lochardaga . . . . .	8 — to 16 —	8 — to 17 —	22 — to 30 8	23 — to 30 8	6 — to 13 —	8 — to 13 —	20 — to 18 9	19 — to 19 11	...	...	...	...
Paldama . . . . .	19 11	20 4	30 8	30 8	17 —	18 —	18 9	19 11	...	...	...	...
Hastribigh . . . . .	15 —	16 —	26 8	24 —	8 —	8 —	17 —	18 —	...	...	...	...
<i>Bihar, south—</i>												
Monghyr . . . . .	21 —	21 4	31 8	27 —	11 8	11 8	14 12	14 14	...	...	...	...
Gaya . . . . .	19 8	20 —	22 8	22 —	9 —	11 —	18 —	18 —	21 8	22 —	...	...
Patna . . . . .	18 —	19 —	28 —	28 —	15 —	15 —	20 —	20 —	40 —	40 —	...	...
Shahabad . . . . .	18 — and 19 —	17 — and 18 —	27 — and 28 —	28 — and 28 —	9 — and 9 8	8 — and 9 —	15 — and 18 —	16 — and 18 —	...	...	...	...
<i>Bihar, north—</i>												
Faruk . . . . .	20 —	20 — and 27 —	...	...	15 —	15 —	12 —	17 —	...	...	...	...
Bhagalpur . . . . .	17 12	17 12	30 4	30 4	14 —	13 4	18 8	18 8	...	...	...	...
Darbhanga . . . . .	16 —	14 —	24 8	24 —	8 12	8 —	13 —	13 —	...	...	...	...
Muzaffarpur . . . . .	16 —	14 —	25 —	25 —	7 8	8 —	14 —	14 —	...	...	...	...
Beran . . . . .	17 8	17 —	26 —	27 —	6 —	6 —	14 —	15 —	...	...	...	...
Champaran . . . . .	15 —	15 —	31 —	31 —	6 8	7 —	12 8	13 —	...	...	...	...
<b>M. W. Provinces—</b>												
<i>Eastern—</i>												
Mirzapur . . . . .	17 8	17 8	27 —	28 —	11 —	11 —	15 —	15 —	20 —	20 —	26 —	24 —
Benares . . . . .	18 10	18 10	25 12	25 12	8 4	8 4	13 34	13 13	...	...	21 15	21 15
Ghazipur . . . . .	16 6	16 14	22 12	22 12	7 10	7 10	13 10	13 10	22 12	22 12	20 4	20 4
Jalgaon . . . . .	15 —	15 8	23 —	23 8	7 —	7 —	14 8	14 8	...	...	...	...
Allahabad . . . . .	15 4	14 12	25 —	24 4	9 —	9 —	12 —	12 —	22 —	22 —	22 —	22 —
<i>Central—</i>												
Banda . . . . .	17 —	14 4	28 —	28 —	6 —	6 —	13 4	13 8	25 —	25 —	25 —	25 —
Fatehpur . . . . .	17 8	17 —	24 —	24 —	11 8	10 —	14 —	14 —	...	...	...	...
Hamirpur . . . . .	17 —	16 —	23 —	20 8	8 —	8 —	12 —	11 8	25 4	24 —	25 4	24 —
Jalgaon . . . . .	17 —	17 —	26 —	26 —	8 —	8 —	13 —	13 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	17 8	17 4	24 8	25 —	...	...	13 —	13 —	26 8	27 —	24 —	24 —
Jhansi . . . . .	18 8	14 —	28 —	27 —	8 8	8 —	19 4	12 4	28 8	28 8	28 —	26 8
Etawah . . . . .	18 12	19 12	24 8	24 8	5 —	5 —	13 —	13 —	27 8	27 8	21 8	24 8
<i>Farukhabad . . . . .</i>	18 12	18 8	31 4	31 8	4 12	4 12	12 12	12 15	...	...	...	...
Meerut . . . . .	19 4	19 12	26 8	26 8	4 8	4 8	13 8	13 —	24 8	25 8	28 8	28 8
Etah . . . . .	20 4	20 8	30 —	30 —	...	...	13 —	13 —	...	...	...	...
<i>Western—</i>												
Meerut . . . . .	18 4	17 8	24 —	24 —	5 —	5 —	12 —	12 —	20 —	20 —	21 —	21 —
Agra . . . . .	16 8	17 —	23 8	23 —	6 —	6 —	12 —	12 —	24 4	24 —	20 4	23 8
Muttra . . . . .	18 12	18 4	27 12	28 2	7 12	7 12	13 4	13 4	24 8	24 8	22 —	22 —
Aligarh . . . . .	18 —	18 —	25 8	25 —	5 8	5 8	13 —	13 —	24 8	24 8	22 —	22 —
Bulandshahr . . . . .	20 8	20 12	28 —	31 —	5 —	5 —	13 —	13 —	24 —	24 —	23 —	23 —
<i>Submontane, east—</i>												
Balia . . . . .	17 —	17 8	26 —	26 —	9 —	9 —	15 —	15 —	...	...	...	...
Azamgarh . . . . .	17 11	17 3	26 14	26 14	9 14	9 14	14 4	14 —	...	...	...	...
Gorakhpur . . . . .	19 —	18 7	28 —	28 —	12 8	12 8	15 10	15 8	28 10	28 10	19 10	21 8
Basti . . . . .	20 —	20 —	30 —	30 —	10 —	10 —	16 4	16 4	...	...	...	...



represent the number of ares (of 80 tolas) and chittaks sold for one rupee.)

MARWA OR KADI (Simsa or Kasra).		KASHMIR OR KAKUN, ITALIAN MILLET (Simsa or Kasra).		GRAM, CHENNA, OROLA, KADAKAT OR SUNAGA (Crisp or Kasra).		MAIZE (Zea Mays).		ASHAN OR THIR, CADJAN PRA (Cajanus indicus).		SAGT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
...	...	...	...	15 —	13 —	...	...	13 13	13 12	10 —	10 —	Bengal—continued.
...	...	...	...	24 —	24 —	...	...	16 —	16 —	12 4	12 4	Central—
...	...	...	...	25 4	26 4	...	...	15 —	15 —	10 8	10 8	Backara.
...	...	...	...	26 —	32 —	...	...	15 —	15 —	11 —	11 —	Bardwan.
...	...	...	...	21 —	20 —	83 —	80 —	21 —	20 —	10 —	10 —	Birbhum.
...	...	...	...	24 —	23 4	...	...	12 8	12 8	9 12	9 12	Murshidabad.
...	...	...	...	24 —	24 —	...	...	9 12	9 12	9 12	9 12	Banthal Pargana.
...	...	...	...	31 14	33 12	...	...	24 —	24 6	9 12	9 12	Fabna.
...	...	...	...	35 —	35 —	...	...	13 —	14 —	9 8 and 10 —	9 8	Bogra.
...	...	...	...	20 —	20 —	20 —	21 —	9 —	8 —	9 —	9 —	Nahehahi.
...	...	...	...	21 —	19 —	...	...	12 —	12 6	12 —	10 10	Malda.
...	...	...	...	21 —	20 —	...	...	12 —	12 —	10 —	10 —	Northern—
14 —	14 —	...	...	11 —	13 —	24 —	24 —	8 —	8 —	8 —	8 —	Bangpur.
...	...	...	...	15 12	15 12	...	...	13 2	10 8	13 2	13 4	Dinajpur.
...	...	...	...	18 8	18 8	...	...	21 —	21 —	10 12	10 12	Jalpaiguri.
...	...	...	...	16 —	16 —	...	...	10 8	10 8	11 4	11 4	Dacca—
...	...	...	...	12 —	9 —	...	...	12 —	10 —	7 —	7 —	Darjeeling.
...	...	...	...	20 —	19 —	...	...	14 —	24 —	10 —	10 —	Orissa—
...	...	...	...	17 —	17 —	...	...	12 —	11 —	9 8	9 8	Puri.
33 —	32 —	...	...	to to	to to	23 —	23 —	to to	to to	9 8	9 8	Outback.
31 —	30 7	...	...	27 —	27 —	27 —	27 —	23 10	21 15	8 12	8 7	Belasore.
30 —	30 —	...	...	21 —	24 —	24 —	24 —	12 8	12 8	9 —	9 —	Chota Nagpur—
...	...	...	...	28 9	28 9	25 —	25 —	13 12	13 12	10 —	10 —	Singbhum.
...	...	18 8	18 —	24 —	22 —	...	...	16 —	16 —	10 —	10 —	Manbhum.
...	...	20 —	20 —	28 —	28 —	43 —	33 —	20 —	20 —	11 —	11 —	Lehargada.
...	...	...	...	23 —	23 —	...	...	27 —	27 —	10 8	10 8	Palaman.
...	...	...	...	23 —	23 —	...	...	27 —	27 —	10 8	10 8	Hasaribagh.
...	...	...	...	27 —	27 —	...	...	11 —	11 —	10 8	10 8	Bihar, south—
...	...	...	...	28 8	25 4	28 —	20 4	13 4	14 —	10 —	10 —	Monrhyr.
25 —	25 —	...	...	21 —	21 —	25 —	24 —	31 —	16 —	10 8	10 4	Gaya.
25 —	24 —	17 —	20 —	23 —	24 —	25 —	25 —	16 —	16 —	11 8	11 4	Patna.
...	...	...	...	23 —	24 —	27 —	27 —	18 —	18 —	10 12	10 12	Shahabad.
...	...	...	...	21 8	21 —	23 —	24 —	14 —	14 8	10 8	10 8	Bihar, north—
...	...	...	...	27 —	27 —	30 —	28 —	18 —	18 —	10 —	10 —	Purnea.
...	...	...	...	27 —	27 —	...	...	17 3	17 10	10 8	10 8	Bhagalpur.
...	...	...	...	27 9	28 4	...	...	17 13	17 12	9 4	9 4	Darbhanga.
...	...	...	...	26 8	26 —	...	...	23 —	21 —	11 4	11 4	Muzaffarpur.
...	...	...	...	25 8	25 —	28 —	26 —	17 8	18 —	10 8	10 —	Saran.
...	...	...	...	27 6	27 13	...	...	18 —	18 —	10 12	10 12	Champan.
...	...	...	...	26 13	26 —	...	...	19 —	17 —	10 12	10 12	N.W. Province—
...	...	...	...	26 12	26 12	...	...	16 —	16 —	11 —	11 —	Western—
...	...	...	...	27 —	27 —	...	...	16 —	16 —	11 —	11 —	Mirzapur.
...	...	...	...	28 12	28 —	31 —	31 8	19 —	20 —	11 12	11 12	Benzes.
...	...	...	...	22 12	24 8	33 —	33 —	19 8	18 8	11 —	11 —	Chasipur.
22 —	22 —	14 —	14 —	24 4	25 8	27 8	29 8	20 —	21 —	11 4	11 2	Jaunpur.
...	...	...	...	24 4	25 8	...	...	17 —	16 5	10 15	10 15	Allahabad.
...	...	...	...	23 8	24 —	25 8	27 8	17 8	16 8	11 —	11 —	Central—
...	...	...	...	24 4	25 8	...	...	17 8	16 8	11 8	11 8	Banda.
...	...	...	...	18 8	19 —	30 —	30 —	14 8	14 8	11 4	11 4	Patehpur.
...	...	...	...	21 —	21 5	...	...	16 —	16 —	12 —	12 —	Hamirpur.
...	...	...	...	20 12	22 2	...	...	18 8	18 8	11 12	11 12	Jaloun.
...	...	...	...	23 6	23 —	...	...	16 8	16 —	11 8	11 8	Cawnpore.
...	...	...	...	20 12	20 12	25 8	29 —	17 —	15 —	11 4	11 4	Jhansi.
...	...	...	...	26 4	27 —	27 —	25 —	15 —	15 —	10 —	10 —	Shawah.
...	...	...	...	24 14	24 14	...	...	17 10	17 —	10 —	10 —	Farrukhabad.
21 8	21 8	10 —	10 12	23 12	23 9	...	...	20 12	20 12	9 12	9 12	Malpuri.
...	...	...	...	23 —	23 —	...	...	19 —	18 —	11 4	11 —	Etah.
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Meghat.
...	...	...	...	...	...	...	...	...	...	...	...	Agra.
...	...	...	...	...	...	...	...	...	...	...	...	Mutha.
...	...	...	...	...	...	...	...	...	...	...	...	Aligarh.
...	...	...	...	...	...	...	...	...	...	...	...	Dolandshahr.
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	...	...	...	...	...	...	...	...	...	...	Balla.
...	...	...	...	...	...	...	...	...	...	...	...	Amangarh.
...	...	...	...	...	...	...	...	...	...	...	...	Gorakhpur.
...	...	...	...	...	...	...	...	...	...	...	...	Basti.



## RETAIL PRICES FOR THE END HALF OF APRIL 1899—continued. (See above)

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLUM (Andropogon sorghum).		BAJRA OR CUMBU (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>N.-W. PROVINCES—contd.</b>												
<i>Submontane, west—</i>												
Shahjahanpur	30 4	30 4	32 8	34 —	10 4	10 4	15 8	14 4	36 —	36 —	25 —	25 —
Budaun	18 6	18 8	27 —	27 —	8 —	8 —	13 8	13 8	28 —	28 —	20 —	20 —
Pilibhit	20 —	18 8	27 —	27 —	5 4	5 4	13 8	13 8	28 —	28 —	20 —	20 —
Barab	18 12	18 7	25 —	27 6	6 4	6 4	11 14	11 16	25 —	25 —	20 —	20 —
Moradabad	19 8	19 12	29 —	28 8	8 4	8 4	13 —	13 —	31 —	31 —	23 —	24 4
Bijnor	19 2	19 2	30 15	31 8	4 8	4 8	11 6	11 4	—	—	—	—
Muzaffarnagar	18 11	19 9	31 14	32 —	—	—	11 8	12 2	—	20 —	—	—
Rahbarpur	30 45	30 15	31 11	32 12	4 15	4 15	11 4	11 4	23 9	22 9	18 4	20 7
Dabra-Dab	19 —	17 8	30 —	29 8	4 12	6 4	11 4	11 1	17 —	17 —	16 —	16 54
<i>Hills—</i>												
Naini Tal	15 —	13 —	22 —	22 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	11 —	11 4	16 —	17 —	5 —	4 —	10 —	9 8	—	—	—	—
Garhwal	23 —	12 —	14 —	16 —	7 —	7 —	10 8	10 8	—	—	—	—
<b>Oudh—</b>												
<i>Southern—</i>												
Partabgarh	20 8	20 8	31 —	32 —	—	—	14 8	14 8	24 —	24 —	20 —	20 —
Saltanpur	20 —	20 —	28 8	28 8	6 —	6 —	15 —	13 8	25 —	26 —	20 —	20 —
Rao-Bareilly	18 4	19 4	26 —	26 8	6 —	5 —	14 12	14 8	22 —	23 —	21 —	22 —
Unao	18 8	18 8	24 —	26 —	6 —	8 —	14 —	14 —	23 —	23 —	21 —	22 —
Lucknow	18 8	19 —	26 8	26 8	5 8	5 8	13 8	13 8	31 —	31 —	20 8	20 8
Hardoi	20 8	20 8	32 —	34 —	—	—	16 —	16 —	—	—	20 —	20 —
<i>Northern—</i>												
Fyzabad	18 8	18 8	29 —	27 —	12 —	12 —	14 —	15 —	33 —	33 —	19 —	19 8
Barabanki	19 —	18 8	24 —	24 —	—	—	13 —	14 —	28 —	28 —	24 —	24 —
Gonda	20 12	20 12	30 —	34 —	—	—	16 —	16 8	32 —	33 —	24 —	24 —
Bahraich	20 —	20 —	41 —	40 —	7 —	7 —	15 —	15 —	43 —	43 —	27 —	27 —
Sitapur	19 12	19 4	32 —	33 —	6 —	6 —	13 —	13 —	—	—	—	—
Kheri	19 6	19 —	30 —	30 —	5 —	5 —	14 —	14 —	40 —	40 —	—	—
<b>Rajputana—</b>												
<i>Eastern—</i>												
Portabgarh	18 12	20 5	30 10	31 4	7 10	7 12	13 4	13 1	32 2	31 4	—	—
Banswara	17 8	17 8	15 —	12 8	6 4	6 4	12 8	12 8	—	—	—	—
Maywar (Udaipur)	15 10	15 8	28 —	32 4	8 8	8 9	9 6	9 6	26 2	28 2	14 13	14 13
<i>Hilly Tracts of Maywar</i>												
(Dungarpur)	18 —	18 —	28 —	26 —	8 —	8 —	10 —	11 8	—	—	—	—
Alwar	12 4	12 4	20 —	20 —	5 8	5 8	7 —	7 —	14 —	14 —	14 —	14 —
Erinpura	14 11	14 —	29 12	31 10	6 14	6 10	9 4	9 8	27 4	26 8	18 4	16 4
Ajmere	14 24	14 24	20 54	20 54	5 54	5 54	9 104	9 10	26 8	26 8	17 104	17 104
Aba	12 —	12 154	19 8	19 7	5 —	5 104	7 4	7 6	—	—	13 10	13 11
Khabargarh	13 8	14 —	18 8	19 4	5 —	5 8	10 —	6 8	22 4	19 8	16 4	16 4
Bundi	20 —	19 8	28 4	28 8	6 8	6 8	9 8	8 8	31 14	31 2	21 4	20 8
Kotah	10 4	10 —	25 4	26 8	6 14	6 10	8 8	8 8	31 8	33 —	19 12	19 12
Jhalawar	18 2	17 74	22 74	32 154	7 12	7 10	11 12	11 144	29 64	29 144	19 12	20 24
Tonk	14 8	14 6	18 154	18 12	4 —	4 —	8 —	7 —	30 8	31 12	—	—
Jaipur	18 8	12 12	18 8	19 4	4 4	4 4	6 —	6 8	21 —	21 —	16 9	16 12
Kerani	16 4	16 4	22 8	23 2	9 11	9 11	10 15	10 15	25 —	25 —	21 14	23 15
Dholpur	16 104	16 84	25 54	26 12	9 —	9 —	10 2	10 2	23 24	24 114	22 154	25 54
Bharatpur	17 8	16 15	26 8	26 10	8 —	8 —	9 —	9 —	27 5	27 5	23 1	25 12
Alwar	16 8	15 13	24 8	24 144	5 12	5 12	9 12	9 4	38 —	33 —	21 —	21 —
Deoli Cantonment	16 —	16 8	31 14	31 8	4 —	4 —	6 —	6 —	34 4	34 4	22 —	22 12
Nasirabad Cantonment	15 —	14 —	—	—	7 —	7 —	9 —	9 —	30 —	20 —	17 —	18 8
Balmer	13 4	13 —	—	—	6 8	6 4	7 8	7 8	—	—	14 12	15 —
Anadra	14 62	14 34	—	—	6 8	6 8	7 8	7 8	—	—	—	—
Bhabpura	14 12	14 10	—	—	6 8	6 8	7 8	7 8	—	—	—	—
<i>Western—</i>												
Jodhpur	12 16	12 12	19 15	19 1	5 15	6 15	8 5	7 54	18 —	17 12	13 4	13 114
Jaisalmer	18 8	18 7	—	—	6 —	6 8	9 —	10 —	13 —	13 —	16 —	16 —
Bikaner	12 114	12 54	14 54	14 54	3 12	3 12	5 124	5 54	—	—	12 114	12 —
<b>Central India—</b>												
Indore	15 —	15 —	25 —	25 —	8 8	8 4	9 4	9 4	26 —	26 8	24 —	23 —
Nimach Cantonment	13 2	13 8	—	—	7 —	7 —	8 —	8 —	28 —	28 —	23 —	23 —
Gwalior	10 14	10 54	16 114	16 24	5 8	5 6	6 6	6 8	17 84	19 64	18 94	19 2
<b>Punjab—</b>												
<i>Southern—</i>												
Hisar	16 —	16 —	27 —	26 —	—	—	10 —	10 —	20 —	20 —	15 —	18 —
Ferozpur	20 —	18 —	22 —	23 —	—	—	10 —	10 —	21 —	20 —	20 —	20 —
<i>Central—</i>												
Lahore	18 —	17 —	30 —	33 —	—	—	12 —	12 —	19 —	21 —	20 —	21 —
Gujranwala	17 —	17 —	32 —	32 —	—	—	12 —	12 —	19 —	21 —	20 —	21 —
Gujrat	18 —	18 —	32 —	32 —	—	—	12 —	12 —	19 —	21 —	20 —	21 —
Jhelam	18 —	17 —	32 —	32 —	—	—	12 —	12 —	19 —	21 —	20 —	21 —



represents the number of sars (of 80 tolas) and chittacks sold for one rupee.)

MARGA ON SADR (Sla- ving cov- erns).		KARNATI OF SAKUM, ITALIAN MILLET (Setaria italica).		GRAM, ORHUNA, CHOLA, RADALAY OR SUNADA (Cicer arvelianum).		MAISE (Zea Mays).		ARHAR, OR THUR, GADJAN PRA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	25 —	25 —	...	...	18 —	18 —	11 4	11 4	N. W. Province—contd. Subsistence, west— Shahjahanpur. Rudraun. Pilibhit. Baroli. Moradabad. Bijnor. Musafarnagar. Bahaznagar. Dehra-Dun. Hills— Naini Tal. Almora. Gachwal.
...	...	13 —	13 —	22 —	24 8	35 —	35 —	19 —	20 —	10 12	10 12	
...	...	18 12	18 12	21 4	20 —	32 8	33 —	17 —	17 —	11 —	11 —	
...	...	18 —	18 —	19 8	19 —	36 —	36 —	16 4	16 4	10 —	10 —	
...	...	...	...	10 6	19 2	...	...	15 —	15 —	11 —	11 —	
...	...	...	...	20 8	20 11	27 8	28 —	14 5	14 5	11 4	11 4	
26 14	26 7	28 10	28 10	20 7	20 15	32 4	32 4	15 15	15 15	11 4	11 4	
25 8	25 8	...	...	19 8	19 4	28 8	28 8	15 —	15 —	10 8	10 8	
...	...	...	...	15 —	15 —	...	...	10 —	10 —	8 —	8 —	
16 —	16 —	...	...	18 —	12 4	...	...	11 —	11 —	8 8	8 4	
...	...	...	...	9 —	9 —	...	...	7 —	7 —	7 —	7 —	Oudh— Southern— Partabgarh. Sultanpur. Rae Bareilly. Unao. Lucknow. Barabanki. Fyzabad. Barabanki. Gonda. Bahraich. Sitapur. Kheri.
...	...	...	...	23 —	27 —	...	...	18 —	18 —	11 —	11 —	
22 —	22 —	16 —	23 —	26 8	26 8	23 —	23 —	18 —	18 —	10 8	10 8	
...	...	20 —	...	24 —	23 —	23 —	23 —	18 —	18 —	11 12	11 —	
...	...	24 8	25 —	21 8	21 8	23 —	23 —	21 —	21 8	11 —	11 —	
...	...	...	...	27 —	24 —	...	...	20 —	20 —	10 6	10 8	
...	...	22 —	22 —	26 —	24 —	30 —	29 8	18 —	18 —	11 —	11 —	
...	...	...	...	24 8	24 8	23 —	23 —	24 —	20 —	11 —	11 —	
...	...	8 —	8 —	27 8	27 8	23 8	23 —	20 —	18 8	10 8	10 8	
45 —	45 —	16 —	17 —	20 —	27 —	24 —	23 —	21 —	20 8	11 8	10 8	Rajputana— Eastern— Partabgarh. Banswara. Meywar (Udaipur). Hilly Tracts of Meywar (Dungarpur). Sirohi. Erinpura. Ajmere. Abu. Kishangarh. Bundi. Kota. Jhalawar. Tong. Jaipur. Keroli. Dholpur. Bharatpur. Alwar. Deoli Cantonment. Nadrola Cantonment. Balmara. Aundra. Shahpura.
...	...	...	...	26 12	26 9	33 4	32 6	15 5	15 10	20 10	21 2	
...	...	18 4	13 4	17 5	16 6	29 11	29 11	12 8	12 1	10 5	10 5	
...	...	10 —	16 —	15 —	15 —	26 8	26 8	...	...	9 8	10 8	
...	...	...	...	14 —	15 —	19 —	20 —	...	...	12 —	12 —	
...	...	...	...	16 5	15 7	...	...	...	...	12 4	12 4	
...	...	9 8	9 8	17 8	17 8	22 —	22 —	...	...	12 8	12 8	
...	...	...	...	15 6	15 4	20 2	20 2	10 6 1/2	10 6 1/2	11 —	11 —	
...	...	...	...	16 4	18 —	20 4	20 —	10 12	10 12	19 4	12 8	
...	...	...	...	23 14	23 8	30 8	29 12	...	...	10 —	10 8	Central India— Indore. Nimach Cantonment. Gwalior. Panjab— Southern— Bikaner. Ferozepur. Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	25 9	26 1	21 12	23 18	36 24	38 15	13 11	13 15	10 5 1/2	10 9 1/2	
...	...	...	...	13 8	17 —	...	...	...	...	10 —	10 4	
...	...	21 —	21 —	15 8 1/2	15 8 1/2	20 8	19 8	20 —	20 —	10 8	10 8	
...	...	23 12	23 12	18 12	20 —	...	...	19 6	19 6	10 15	10 15	
...	...	20 —	20 —	20 8	23 5 1/2	...	...	17 6 1/2	18 14	11 8 1/2	11 3 1/2	
...	...	25 13	26 13	20 11	21 2	23 —	27 —	12 11	12 11	11 12	11 12	
...	...	14 —	14 —	17 10	18 —	25 14	24 —	17 10	24 —	12 10	12 8	
...	...	...	...	19 12	19 12	...	...	...	...	11 9	11 13	
...	...	...	...	18 —	17 8	...	...	13 —	12 8	13 —	13 —	Panjab— Southern— Bikaner. Ferozepur. Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	...	...	6 12	6 12	...	...	...	...	12 —	12 —	
...	...	...	...	13 4	13 14	21 —	21 4	8 12	9 —	12 —	12 —	
...	...	...	...	16 0	14 —	23 —	23 8	...	...	11 —	11 12	
...	...	...	...	18 14	18 14	19 8	18 1	11 8	10 7	13 6	13 11	
...	...	...	...	11 —	11 —	...	...	...	...	21 —	21 —	
...	...	...	...	15 14 1/2	15 4 1/2	...	...	10 5	13 14	12 —	12 —	
...	...	...	...	24 4	19 —	38 —	32 —	16 —	20 —	11 —	11 —	
...	...	...	...	19 —	20 —	...	...	12 8	12 8	13 —	13 —	
...	...	4 4	4 4	14 8 1/2	14 12 1/2	23 10 1/2	23 14 1/2	9 6 1/2	14 5 1/2	7 11 1/2	7 11 1/2	
...	...	...	...	22 —	22 —	33 —	32 —	11 —	10 —	12 8	12 8	Panjab— Southern— Bikaner. Ferozepur. Central— Lahore. Gujranwala. Gujrat. Jhelum.
...	...	19 —	16 —	22 —	22 —	33 —	32 —	11 —	10 —	12 8	12 8	
...	...	20 —	20 —	20 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	20 —	20 —	20 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	...	...	20 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	...	...	21 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	...	...	21 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	...	...	21 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	...	...	21 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	
...	...	...	...	21 —	21 —	20 —	20 —	14 —	12 —	12 14	12 14	

\* Not sold.

† Not produced.

‡ Not procurable.

§ Hushed.

|| Unhushed.



## RETAIL PRICES FOR THE END HALF OF APRIL 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.		JAWAR OR OHOLU (Andropogon sorghum).		BAJRA OR DUMBU (Pennisetum typhoides).	
					Best sort.		Common.			
	Half-month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Punjab—continued.</b>										
<i>South-eastern—</i>										
Gurgaon . . . . .	18 —	17 —	27 —	26 —	—	—	10 —	10 —	22 —	20 —
Delhi . . . . .	18 —	18 —	25 —	25 —	—	—	12 —	12 —	22 —	20 —
Bohial . . . . .	18 —	18 —	25 —	25 —	—	—	14 —	14 —	21 —	20 —
Karnal . . . . .	21 —	20 —	23 —	20 —	—	—	10 —	10 —	23 —	20 —
<i>Submontane—</i>										
Amritsar . . . . .	21 —	20 —	24 —	24 —	—	—	10 —	10 —	22 —	22 —
Ludhiana . . . . .	21 —	20 —	24 —	24 —	—	—	10 —	11 —	22 —	21 —
Jalandhar . . . . .	21 —	20 —	24 —	24 —	—	—	8 —	8 —	22 —	19 —
Hoshiarpur . . . . .	21 —	20 —	24 —	24 —	—	—	12 —	12 —	22 —	18 —
Gurdaspur . . . . .	21 —	20 —	24 —	24 —	—	—	12 —	12 —	22 —	21 —
Amritsar . . . . .	19 —	19 —	25 —	27 —	—	—	11 —	11 —	19 —	21 —
Malak . . . . .	18 —	17 —	20 —	21 —	—	—	24 —	24 —	27 —	25 —
<i>Hills—</i>										
Simla . . . . .	14 —	13 —	17 —	17 —	—	—	10 —	9 —	19 —	13 —
Kangra . . . . .	21 —	20 —	27 —	26 —	—	—	16 —	16 —	†	†
<i>Northern—</i>										
Bawalpindi . . . . .	17 —	17 —	26 —	26 —	—	—	11 —	10 —	24 —	22 —
Haryana . . . . .	16 —	15 —	27 —	27 —	—	—	12 —	12 —	24 —	21 —
Peshawar . . . . .	16 —	16 —	25 —	25 —	—	—	10 —	11 —	22 —	19 —
Kohat . . . . .	16 —	17 —	27 —	27 —	—	—	16 —	16 —	†	†
Bannu . . . . .	22 —	22 —	29 —	29 —	—	—	14 —	14 —	41 —	32 —
<i>Western—</i>										
Shahpur . . . . .	20 —	18 —	26 —	26 —	—	—	10 —	10 —	20 —	22 —
Jhang . . . . .	20 —	19 —	25 —	25 —	—	—	12 —	12 —	21 —	22 —
Multan . . . . .	16 —	16 —	21 —	24 —	—	—	16 —	16 —	26 —	25 —
Montgomery . . . . .	18 —	18 —	26 —	26 —	—	—	12 —	12 —	20 —	†
Dera Ismael Khan . . . . .	20 —	19 —	25 —	25 —	—	—	9 —	9 —	25 —	24 —
Muzaffargarh . . . . .	19 —	17 —	24 —	24 —	—	—	16 —	15 —	18 —	21 —
Dera Ghazi Khan . . . . .	18 —	15 —	24 —	24 —	—	—	12 —	13 —	21 —	20 —
<b>Sind and Beluchistan—</b>										
Karachi . . . . .	11 —	12 8	—	—	9 —	10 —	10 —	11 —	20 —	18 8
Hyderabad . . . . .	13 —	12 —	—	—	9 —	9 —	12 —	12 —	20 —	20 —
Thar and Parkar (Umarkot) . . . . .	19 —	18 —	—	—	17 —	18 —	18 —	19 —	14 —	17 —
Shikarpur . . . . .	16 —	16 —	—	—	8 —	8 —	9 —	9 —	26 —	24 —
Upper Sind Frontier . . . . .	14 —	14 8	—	—	19 —	10 —	12 —	11 —	29 —	27 —
Quetta . . . . .	15 8	15 19	15 —	17 14	5 —	4 8	8 —	—	20 4	20 —
<b>Bombay—</b>										
<i>Konkan—</i>										
Karwar . . . . .	10 8	10 2	—	—	9 2	9 2	11 2	12 2	15 2	15 —
Maragiri . . . . .	8 9	8 2	—	—	11 10	11 10	12 13	12 9	11 11	13 4
Alibay . . . . .	—	—	—	—	—	—	—	—	—	—
Bombay . . . . .	8 7	8 7	—	—	7 10	7 10	10 6	10 6	14 11	14 9
Tanna . . . . .	11 14	11 14	—	—	12 —	12 —	12 15	12 15	14 11	16 3
<i>Deccan—</i>										
Dharwar . . . . .	17 7	17 7	—	—	12 8	12 14	14 6	14 6	24 9	23 1
Belgaum . . . . .	15 8	15 8	—	—	11 —	11 9	12 9	12 10	20 12	20 8
Satara . . . . .	18 14	18 14	—	—	9 9	9 9	11 10	11 10	22 10	21 7
Sholapur . . . . .	18 12	18 12	—	—	11 8	12 7	12 12	12 10	22 8	21 7
Bijapur . . . . .	17 8	17 12	—	—	9 4	9 5	12 6	12 6	22 4	22 8
Poona . . . . .	11 10	11 10	—	—	9 11	9 11	10 13	10 13	21 14	21 4
<i>Karnatak—</i>										
Ahmednagar . . . . .	13 12	13 1	—	—	7 8	7 6	12 10	12 10	24 1	23 5
Masik . . . . .	14 8	14 6	—	—	8 11	8 11	10 4	10 4	24 1	24 1
Dhulia . . . . .	14 4	12 4	—	—	7 7	7 7	9 7	9 7	25 14	25 14
<i>Gujarat—</i>										
Surat . . . . .	12 8	12 8	—	—	7 6	7 6	8 12	8 12	23 2	23 2
Broach . . . . .	15 —	15 —	—	—	8 —	8 —	11 —	11 —	23 —	21 8
Kaira . . . . .	14 —	14 —	—	—	8 —	8 —	12 —	12 —	15 —	16 —
Baroda Cantonment . . . . .	11 8	11 8	—	—	7 —	7 —	9 —	9 —	18 —	16 —
Ahmedabad . . . . .	12 —	12 —	—	—	9 —	9 —	12 —	12 —	18 —	16 —
Godhra . . . . .	12 —	12 8	—	—	9 —	10 —	11 8	11 8	18 —	17 —
Dina Cantonment . . . . .	12 —	12 —	—	—	8 8	8 8	9 —	9 —	21 —	20 —
<i>Kathiawar—</i>										
Rajkot . . . . .	16 —	16 —	—	—	8 11	8 11	10 —	10 —	18 8	18 6
<b>Central Provinces—</b>										
<i>Western—</i>										
Nimar . . . . .	16 —	15 1	—	—	6 12	6 12	12 8	12 8	28 12	28 12
Khandwa . . . . .	15 —	15 —	—	—	10 —	10 —	12 —	12 —	28 —	28 —
Hoshangabad . . . . .	14 0	14 0	—	—	9 —	9 —	12 11	12 11	22 11	22 11
Betul . . . . .	15 —	15 —	—	—	10 —	10 —	12 —	12 —	24 —	23 —
Ujjain . . . . .	15 —	15 8	—	—	10 —	10 —	12 —	12 —	24 —	23 —
Nagpur . . . . .	13 12	13 12	—	—	12 4	12 4	13 12	13 12	23 —	23 —
Wardha . . . . .	13 5	13 5	—	—	7 —	7 —	10 7	10 7	26 14	25 10

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MAHUA OR BAOI (Kiew Sine corn- cane).		KANGNI OR KAKUM, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAT OR HINAGA (Hoe aridinum).		MAIZE (Zea Mays).		ANNAR, OR THEE CADIAN PEA (Cajanus indicus).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
30	30	14	14	19	19	28	28	15	15	11	11	Panjab—continued.
30	30	14	14	19	19	28	28	15	15	11	11	
30	30	14	14	19	19	28	28	15	15	11	11	South-eastern—
30	30	14	14	19	19	28	28	15	15	11	11	Gurgaon.
30	30	14	14	19	19	28	28	15	15	11	11	Delhi.
30	30	14	14	19	19	28	28	15	15	11	11	Mohak.
30	30	14	14	19	19	28	28	15	15	11	11	Karnal.
30	30	14	14	19	19	28	28	15	15	11	11	Subsidiary—
30	30	14	14	19	19	28	28	15	15	11	11	Ambala.
30	30	14	14	19	19	28	28	15	15	11	11	Ludhiana.
30	30	14	14	19	19	28	28	15	15	11	11	Jalandhar.
30	30	14	14	19	19	28	28	15	15	11	11	Hoshiarpur.
30	30	14	14	19	19	28	28	15	15	11	11	Gurdaspur.
30	30	14	14	19	19	28	28	15	15	11	11	Amritsar.
30	30	14	14	19	19	28	28	15	15	11	11	Sialkot.
30	30	14	14	19	19	28	28	15	15	11	11	Hills—
30	30	14	14	19	19	28	28	15	15	11	11	Simla.
30	30	14	14	19	19	28	28	15	15	11	11	Kangra.
30	30	14	14	19	19	28	28	15	15	11	11	Northern—
30	30	14	14	19	19	28	28	15	15	11	11	Rawalpindi.
30	30	14	14	19	19	28	28	15	15	11	11	Hazara.
30	30	14	14	19	19	28	28	15	15	11	11	Poonahwar.
30	30	14	14	19	19	28	28	15	15	11	11	Kohat.
30	30	14	14	19	19	28	28	15	15	11	11	Bannu.
30	30	14	14	19	19	28	28	15	15	11	11	Western—
30	30	14	14	19	19	28	28	15	15	11	11	Shikhar.
30	30	14	14	19	19	28	28	15	15	11	11	Jhang.
30	30	14	14	19	19	28	28	15	15	11	11	Multan.
30	30	14	14	19	19	28	28	15	15	11	11	Montgomery.
30	30	14	14	19	19	28	28	15	15	11	11	Dera Ismael Khan.
30	30	14	14	19	19	28	28	15	15	11	11	Muzaffargarh.
30	30	14	14	19	19	28	28	15	15	11	11	Dera Ghazi Khan.
30	30	14	14	19	19	28	28	15	15	11	11	Sind and Baluchistan—
30	30	14	14	19	19	28	28	15	15	11	11	Karachi.
30	30	14	14	19	19	28	28	15	15	11	11	Hydrabad.
30	30	14	14	19	19	28	28	15	15	11	11	Tihar and Pirkat (Umashot).
30	30	14	14	19	19	28	28	15	15	11	11	Shikhar.
30	30	14	14	19	19	28	28	15	15	11	11	Upper Sind Frontier.
30	30	14	14	19	19	28	28	15	15	11	11	Quetta.
30	30	14	14	19	19	28	28	15	15	11	11	Bombay—
30	30	14	14	19	19	28	28	15	15	11	11	Konkan—
30	30	14	14	19	19	28	28	15	15	11	11	Karwar.
30	30	14	14	19	19	28	28	15	15	11	11	Balnigirl.
30	30	14	14	19	19	28	28	15	15	11	11	Alibag.
30	30	14	14	19	19	28	28	15	15	11	11	Bombay.
30	30	14	14	19	19	28	28	15	15	11	11	Tanna.
30	30	14	14	19	19	28	28	15	15	11	11	Deccan—
30	30	14	14	19	19	28	28	15	15	11	11	Dharwar.
30	30	14	14	19	19	28	28	15	15	11	11	Belgaum.
30	30	14	14	19	19	28	28	15	15	11	11	Satara.
30	30	14	14	19	19	28	28	15	15	11	11	Sholapur.
30	30	14	14	19	19	28	28	15	15	11	11	Bijapur.
30	30	14	14	19	19	28	28	15	15	11	11	Poona.
30	30	14	14	19	19	28	28	15	15	11	11	Kashmir—
30	30	14	14	19	19	28	28	15	15	11	11	Almudnagar.
30	30	14	14	19	19	28	28	15	15	11	11	Masir.
30	30	14	14	19	19	28	28	15	15	11	11	Dhulm.
30	30	14	14	19	19	28	28	15	15	11	11	Gujarat—
30	30	14	14	19	19	28	28	15	15	11	11	Surat.
30	30	14	14	19	19	28	28	15	15	11	11	Broach.
30	30	14	14	19	19	28	28	15	15	11	11	Kaira.
30	30	14	14	19	19	28	28	15	15	11	11	Baroda Cantonment.
30	30	14	14	19	19	28	28	15	15	11	11	Ahmadabad.
30	30	14	14	19	19	28	28	15	15	11	11	Godhra.
30	30	14	14	19	19	28	28	15	15	11	11	Dian Cantonment.
30	30	14	14	19	19	28	28	15	15	11	11	Kathmandu—
30	30	14	14	19	19	28	28	15	15	11	11	Rajkot.
30	30	14	14	19	19	28	28	15	15	11	11	Central Provinces—
30	30	14	14	19	19	28	28	15	15	11	11	Western—
30	30	14	14	19	19	28	28	15	15	11	11	Nimar.
30	30	14	14	19	19	28	28	15	15	11	11	Kharwa.
30	30	14	14	19	19	28	28	15	15	11	11	Hoshangabad.
30	30	14	14	19	19	28	28	15	15	11	11	Botul.
30	30	14	14	19	19	28	28	15	15	11	11	Obhindwar.
30	30	14	14	19	19	28	28	15	15	11	11	Nagpur.
30	30	14	14	19	19	28	28	15	15	11	11	Wardha.

\* Not sold.

† Not produced.

‡ Not ascertainable.

C



## RETAIL PRICES FOR THE 2nd HALF OF APRIL 1899—concluded (The figures)

	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Ladropogon veryham.)		BASRA OR DUMKO (Pennisetum typhoides.)	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
<b>Central Provinces—contd.</b>												
<i>Central—</i>												
Narsinghpur	16 —	14 11	—	—	10 10	10 10	12 —	12 —	21 5	21 5	—	—
Raipur	14 6	14 6	—	—	19 10	19 8	14 7	18 6	24 —	24 —	—	—
Hamir	15 —	15 —	—	—	12 5	12 5	14 1	14 1	—	21 10	—	—
Jubbulpore	17 —	17 8	—	—	11 —	11 —	16 8	17 —	22 6	23 —	—	—
Mandla	20 —	19 —	—	—	13 —	13 —	18 —	18 —	—	—	—	—
Seoni	19 8	19 8	—	—	9 —	9 —	16 —	16 —	23 —	24 14	—	—
Hallahat	14 —	14 —	—	—	15 —	15 —	20 —	20 —	—	—	—	—
Bhandara	15 —	14 4	—	—	—	—	18 4	19 4	—	—	—	—
Chanda	12 8	12 6	—	—	—	—	13 8	15 8	25 5	25 5	—	—
<i>Eastern—</i>												
Bilaspur	18 4	18 4	—	—	12 18	12 18	18 4	18 4	—	—	—	—
Raipur	18 —	18 2	—	—	17 8	12 —	21 —	18 8	—	—	—	—
Rambalpur	16 —	16 —	—	—	12 —	12 —	17 —	19 6	—	—	—	—
<i>Burma—</i>												
Bulda	13 —	12 —	—	—	7 —	7 —	10 —	9 8	28 —	25 8	26 8	26 8
Bham	15 —	14 4	—	—	8 8	7 —	13 —	12 —	36 —	35 8	—	—
Akole	12 13	12 13	—	—	7 —	6 8	8 4	8 —	32 —	33 —	—	—
Ellenpore	11 —	11 —	—	—	8 —	8 —	8 —	8 —	27 —	27 —	20 —	20 —
Amraoti	12 —	12 —	—	—	7 —	7 —	10 —	10 —	32 —	30 —	28 —	28 —
Wan	11 —	11 —	—	—	7 —	7 —	8 —	8 —	38 —	34 —	18 —	18 —
<b>Nizam's Territories—</b>												
Secunderabad	9 14	9 14	—	—	5 14	5 14	6 9	6 9	19 12	19 12	19 12	19 12
Bolham	9 5	10 8	—	—	4 13	5 4	9 2	10 5	21 —	21 —	—	—
Chandarghat	9 12	9 10	—	—	6 4	6 4	9 12	9 12	23 12	23 8	23 12	23 8
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar	—	—	—	—	—	—	12 2	12 2	—	—	—	—
Malabar	—	—	—	—	—	—	12 11	12 11	—	—	—	—
<i>South central—</i>												
Coimbatore	—	—	—	—	—	—	11 11	11 5	20 —	18 5	19 3	19 2
Nilgiris	—	—	—	—	—	—	8 13	8 13	—	—	—	—
Bale	—	—	—	—	—	—	11 13	12 3	21 10	21 10	18 13	19 1
<i>Central—</i>												
Bellary	—	—	—	—	—	—	11 14	11 14	24 11	23 5	—	—
Anantapur	—	—	—	—	—	—	12 —	12 —	27 13	27 13	—	—
Chittoor	—	—	—	—	—	—	11 10	11 10	24 8	24 8	21 13	21 13
Karnul	—	—	—	—	—	—	11 6	11 6	34 5	34 5	—	—
<i>East Coast, north—</i>												
Ganjam	—	—	—	—	—	—	12 —	12 —	—	—	—	—
Vinayakam	—	—	—	—	—	—	11 —	11 —	—	—	21 14	21 14
Godavari	—	—	—	—	—	—	12 —	12 8	28 —	23 —	—	—
<i>East Coast, central—</i>												
Kistna	—	—	—	—	—	—	15 14	16 6	21 —	20 6	—	—
Nellore	—	—	—	—	—	—	19 2	18 —	20 10	20 10	18 13	18 13
<i>East Coast, south—</i>												
Madras	—	—	—	—	—	—	12 13	12 13	17 5	17 5	—	—
Chingleput	—	—	—	—	—	—	12 8	12 8	—	—	—	—
N. Arcot	—	—	—	—	—	—	18 8	16 —	—	—	28 —	—
S. Arcot	—	—	—	—	—	—	14 —	14 —	—	—	20 10	20 10
Tanjore	—	—	—	—	—	—	13 13	13 13	—	—	25 6	25 6
Trichinopoly	—	—	—	—	—	—	12 8	12 —	17 8	17 8	20 5	20 5
<i>Southern—</i>												
Tinnevely	—	—	—	—	—	—	12 2	12 2	15 11	—	24 6	24 6
Madura	—	—	—	—	—	—	13 13	13 13	16 8	19 3	15 6	15 6
<b>Mysore—</b>												
Mysore	11 12	11 12	—	—	10 —	10 —	10 13	10 13	—	—	—	—
Bangalore	12 7	10 8	10 —	10 —	8 8	8 7	11 8	10 8	25 8	25 —	—	—
Kolar	8 —	8 —	6 —	6 —	9 —	8 —	10 —	10 —	—	—	—	—
Tumkur	11 —	11 —	12 —	12 5	11 8	11 —	12 —	12 8	32 —	33 —	32 —	32 —
Hassan	10 —	10 —	9 —	10 —	10 —	10 —	12 —	12 —	—	—	—	—
Kulur	10 —	11 —	10 —	11 —	9 —	10 —	13 —	13 —	20 —	20 —	—	—
Bhimara	11 9	11 9	—	—	9 7	9 7	14 11	14 11	29 6	30 6	—	—
Chitaldrug	13 —	13 —	14 —	14 —	12 —	12 —	14 —	14 —	32 —	32 —	32 —	32 —
<b>Coorg—</b>												
Coorg	8 —	9 —	7 8	6 8	7 8	8 8	11 —	11 —	—	—	—	—
<b>Aden</b>												
Aden	8 —	7 11	—	—	7 2	6 3	8 —	7 7	11 7	12 7	8 3	8 3

\* Not sold.



MAREE OR MAE (Ele- phant coral).		KANGI OR KAKU, ITALIAN WILLET (Solaria Italica).		GRAM, GERMAN, CHOLA, KADALAT OR KUMAGA (Olear arabicum).		MARRE (Zea Mays).		ARNA, OR THUM, CADJAN PRA (Oryzias indicus).		SALT.	
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
...	...	...	...	24 —	24 —	...	...	17 6	17 6	9 2	9 2
...	...	...	...	20 10	23 7	...	...	12 13	12 13	10 8	10 11
...	...	...	...	22 14	25 —	...	...	11 12	11 12	9 8	9 8
...	...	...	...	23 8	24 —	...	...	16 —	16 —	9 12	9 6
...	...	...	...	24 —	25 —	...	...	16 —	16 —	9 8	9 8
...	...	...	...	22 6	21 —	...	...	16 —	15 2	9 10	9 2
...	...	...	...	21 —	21 —	...	...	12 8	12 8	8 —	8 —
...	...	...	...	23 12	23 12	...	...	15 —	15 4	9 8	9 8
...	...	...	...	18 19	18 13	...	...	14 2	14 2	9 —	9 —
...	...	...	...	21 5	21 5	...	...	18 4	18 4	8 —	8 —
...	...	...	...	25 —	25 —	...	...	18 —	18 —	10 —	9 —
...	...	...	...	20 —	19 —	...	...	14 —	14 —	10 8	10 5
...	...	...	...	19 12	19 8	...	...	18 —	18 —	10 8	10 8
...	...	...	...	19 —	19 —	...	...	18 12	18 10	10 8	9 8
...	...	...	...	14 12	17 —	...	...	13 12	12 —	11 12	11 12
...	...	...	...	14 —	14 —	...	...	22 —	20 —	10 —	10 —
...	...	...	...	16 —	16 —	...	...	16 —	16 —	11 —	11 —
...	...	...	...	16 —	16 —	...	...	21 —	21 —	9 8	9 8
21 —	21 —	•	•	13 14	13 14	•	•	13 14	14 8	8 8	8 2
•	•	•	•	14 —	14 —	•	•	•	•	8 12	3 12
•	•	•	•	16 —	15 —	•	•	14 —	13 12	8 12	8 12
...	...	...	...	...	...	...	...	...	...	18 13	13 19
...	...	...	...	...	...	...	...	...	...	11 14	11 14
19 11	19 11	...	...	...	...	...	...	...	...	11 8	11 8
26 14	26 2	...	...	...	...	...	...	...	...	10 10	10 10
...	...	...	...	...	...	...	...	...	...	13 5	11 5
...	...	...	...	...	...	...	...	...	...	{ 11 13 and 13 8 }	{ 11 19 and 13 13 }
27 8	27 8	...	...	...	...	...	...	...	...	11 8	11 8
27 —	27 —	...	...	...	...	...	...	...	...	12 8	12 8
20 10	20 10	...	...	...	...	...	...	...	...	10 8	10 6
...	...	...	...	...	...	...	...	...	...	...	...
20 11	20 11	...	...	...	...	...	...	...	...	10 —	10 —
23 2	23 2	...	...	...	...	...	...	...	...	12 10	13 3
...	...	...	...	...	...	...	...	...	...	12 2	12 2
28 10	28 10	...	...	...	...	...	...	...	...	18 8	18 8
...	...	...	...	...	...	...	...	...	...	12 13	12 13
...	...	...	...	...	...	...	...	...	...	...	...
23 10	21 14	...	...	...	...	...	...	...	...	12 14	12 14
10 8	19 8	...	...	...	...	...	...	...	...	13 5	13 5
25 13	23 11	...	...	...	...	...	...	...	...	12 2	12 2
14 12	19 14	...	...	...	...	...	...	...	...	18 8	18 8
26 6	26 6	...	...	...	...	...	...	...	...	12 14	12 14
22 5	21 10	...	...	...	...	...	...	...	...	12 —	12 —
...	...	...	...	...	...	...	...	...	...	...	...
17 13	17 13	...	...								

J. R. FINLAY,  
to the Government of India.



Continuation Sheets of Supple-  
ment to the Gazette of India published at  
Calcutta.



GOVERNMENT OF INDIA,  
HOME DEPARTMENT.

ADDITIONS TO THE RULES FOR THE REGULATION OF APPOINTMENTS IN THE  
SECRETARIAT CLERICAL SERVICE OF THE GOVERNMENT OF INDIA AND  
ATTACHED OFFICES.

NOS. 329—40.

*Extract from the Proceedings of the Government of India, in the Home Department (Examinations), under date Simla, the 2nd June, 1899.*

Read again—

Home Department Resolution No. <sup>Examinations</sup> 184—185, dated the 5th June 1894.

Read also—

Home Department Resolution Nos. 186—187, dated the 30th April 1897.

RESOLUTION.

The Governor General in Council is pleased to direct that the following additions be made to the rules for the regulation of appointments in the Secretariat Clerical Service of the Government of India and attached offices:

After Rule 9 (2) add:

(3) "If the candidate is employed under Government, a certificate by the Head of the Office or Department to the effect that, in his opinion, there is no objection to the candidate appearing at the ensuing Clerkship Examination.

(4) "A statement whether the candidate has appeared at any previous Clerkship Examination, and if so, in what year."

ORDER.—Ordered, that a copy of the above Resolution be forwarded for information to the Departments of the Government of India (except the Foreign Department) and to the Heads of Offices under the Home Department marginally noted; that a copy be forwarded to the Governments of Bengal, the North-Western Provinces and Oudh and the Punjab for information; that a copy be also forwarded to the Secretary to the Board of Examiners, and that the Resolution be published in the *Gazette of India* for general information.

The Director-General, Indian Medical Service.

The Sanitary Commissioner with the Government of India.

[True Extract.]

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, May 27th, 1899.**

Weather conditions have been somewhat unsettled over Northern India during the week under review. The small storm, which developed at the head of the Bay at the close of the previous week, passed into Central Bengal and disappeared during the first two days of the present week. It was succeeded by another but very slight storm over South-West Bengal on the 23rd, which in its turn disappeared on the 24th or 25th. Up to this date the general conditions of the weather were similar to those which had prevailed during the previous week. Pressure was low over the Punjab, relatively low within a trough running from North-West India to the head of the Bay and highest in Ceylon and the south of the Bay. Accompanying this distribution of pressure were westerly and north-westerly winds over the Peninsula, southerly winds in Burma and at the head of the Bay and easterly winds in North Bengal and the North Gangetic Plain. On the 26th these conditions changed somewhat, a rapid barometric fall occurring in Northern India by which the trough of low pressure was transferred northward to the foot of the hills. At the same time the easterly winds ceased in Northern India and the westerly winds from the Peninsula and the Central Provinces extended northward into the Gangetic Plain. The most marked features of the weather during the past week have been the general heavy rain which has been brought up to Burma by the southerly winds and the very high temperatures which have prevailed throughout the week over North-Western India.

**Daily Summary.**—*Sunday, May 21st.*—The barometer had fallen briskly to rapidly over parts of Bengal, and the small storm which was shown near Saugor Island on the 20th was shown near Bogra and Mymensingh. Rain had been heavy and general over East and Lower Bengal. Elsewhere conditions were fairly normal, though pressure differences were somewhat greater than usual. The southerly wind over Burma was giving moderate general rain over that province, while a few light to moderate scattered showers had been received over Upper India, the central districts and the Peninsula. Large contrasts of temperature were shown, for, while the mean temperature was as much as  $9.7^{\circ}$  higher than usual at Mooltan, it was  $10^{\circ}$  lower at Burdwan, Gorakhpur and Chaibassa. Over the Peninsula the temperature variations were much smaller, but the weather was on the whole cooler than usual.

*Monday, May 22nd.*—Pressure had decreased briskly over North-Western and part of Northern India and over Burma, while it had increased slightly over the Peninsula and slightly to briskly over East Bengal. The small storm over East Bengal had filled up, and the pressure differences over India generally had increased, but otherwise there had not been much change. The winds were generally westerly and north-westerly over the Peninsula and the central parts of India, southerly (south-west—south-east) over Burma and Deltaic Bengal and easterly close to the foot of the hills in Northern India. The heavy rain in Bengal had ceased, but showers were reported from parts of Burma, Assam and the west of the Peninsula. The mean temperature had risen fast over Bengal, but the weather remained generally cooler than usual except in the north-west where the heat was excessive.

*Tuesday, May 23rd.*—Pressure had decreased almost everywhere. Barometric readings were lowest in the Punjab, relatively low over the Gangetic Plain and highest in Malabar and Ceylon. Pressure differences were abnormally large.



The winds were practically unchanged, the westerly winds in the west and centre were very strong. General rain continued over Burma, Assam and East Bengal, the amounts at some stations being considerable to large. Elsewhere the weather was fine with a few scattered showers. The mean temperature remained excessive over North-West India and generally slightly to moderately below the normal elsewhere.

*Wednesday, May 24th.*—Pressure had increased over the Punjab, the North-West Provinces and West Bengal and decreased elsewhere. Barometric readings were lowest over the Punjab, whence a trough of relatively low pressure ran south-eastward to Orissa. The pressure differences were nearly as large as on the preceding days. The winds were little altered, and the westerly winds were strong to a gale in different parts of the country. Burma had again received general rain, while scattered showers had been received over Bengal, Assam, the North-West Provinces, the North-West Himalayas and the west of the Peninsula. The mean temperature was high over North-West India as well as over the east and south of the Peninsula, but was generally lower than usual elsewhere.

*Thursday, May 25th.*—The barometer had risen briskly over the west of the North-West Provinces and the east of the Punjab and had fallen briskly over West Bengal, but elsewhere the changes were small. The pressure distribution was hence practically unaltered, and the winds were generally the same as on the preceding days. Rain had fallen generally over Burma, Assam, East Bengal and the south-west of the Peninsula, and a few light scattered showers were reported from other parts of the country, but in general the weather was fine. The heat was greater than usual over North-Western and less than usual over North-Eastern India, while over the Peninsula it was nearly normal.

*Friday, May 26th.*—The barometer had fallen briskly to rapidly along the foot of the hills, and the trough of low pressure had been transferred northward to the Himalayan region. This was the only important change, but under its influence the easterly current of air in the north had contracted and almost disappeared. Elsewhere the pressure conditions and the winds were little changed. Rain had continued to fall generally over Burma and Malabar, but elsewhere the weather was fine or nearly so. The mean temperature was low over Burma, the west of the Central Provinces and North Bombay, but was generally excessive elsewhere.

*Saturday, May 27th.*—Pressure had decreased over Northern India and increased over the Peninsula. Pressure was lowest and much below the normal over the west of the Punjab, while it was relatively low over the North Gangetic Plain and highest in the extreme south of India. Pressure gradients were very steep for the time of year. The winds were variable over the Punjab and along the west coast, easterly close to the foot of the hills in Northern India and about normal elsewhere. The force was fresh to strong over a large part of the country. The rainfall had been heavy and general in Burma, and showers had been received over parts of Assam, Bengal and the west of the Peninsula. The mean temperature was low over Burma and parts of Bombay and the Central Provinces, but elsewhere the heat was excessive.

**Temperature.**—There were very large and marked contrasts of temperature over Northern India during the week. This was specially noticeable on the 21st, 25th and 27th.

The following were the largest opposite variations on each day:

Sunday	May 21st	Multan	+ 9.7°	Gorakhpur	—10.7°
Monday	" 22nd	Multan	+ 9.0°	Thayetmyo	— 6.2°
Tuesday	" 23rd	Rawalpindi	+12.0°	Sholapur	— 6.2°
Wednesday	" 24th	Multan	+ 9.8°	Gorakhpur	— 5.5°
Thursday	" 25th	Jhansi	+ 7.4°	Gaya	— 9.8°
Friday	" 26th	Multan	+ 7.8°	Thayetmyo	— 3.3°
Saturday	" 27th	Sirsa	+10.7°	Bassein	— 5.8°



The following table gives the mean temperature variation data for the week :

Province.	May 1899.							Mean variation of week.
	21st	22nd	23rd	24th	25th	26th	27th	
Burma . . . . .	-0.3	-1.5	-0.5	-0.4	-1.2	-1.0	-2.5	-1.1
Assam . . . . .	-3.1	-4.0	-1.3	+0.5	+0.9	+1.3	+0.4	-0.8
Bengal . . . . .	-5.1	-2.3	-0.7	-1.4	-0.6	+0.6	+0.8	-1.2
Orissa . . . . .	-5.8	-2.9	-1.4	-4.5	-2.3	-0.2	+2.9	-2.0
Bihar . . . . .	-4.4	-2.1	+1.5	-2.9	-4.0	+1.1	+3.0	-1.0
Chota Nagpur . . . . .	-7.2	-3.1	-0.1	+0.7	-3.4	+2.1	+3.6	-0.8
N.-W. P. and Oudh . . . . .	-6.2	-2.4	+2.8	+1.0	-0.8	+1.1	+5.7	+0.2
Punjab . . . . .	+3.5	+5.0	+8.5	+5.3	+3.8	+4.6	+9.1	+5.7
Sind . . . . .	+1.8	+1.8	+2.6	+1.7	+1.4	+1.2	+1.4	+1.7
Rajputana . . . . .	+4.5	+4.2	+3.6	+3.6	+4.1	+4.2	+1.4	+3.7
Gujarat . . . . .	-1.2	-0.7	-2.0	-1.3	-1.5	-1.5	-1.4	-1.4
Central India . . . . .	-4.0	-0.7	+0.8	+1.1	+1.2	+1.1	+2.4	+0.3
Central Provinces . . . . .	-1.5	+0.8	0	+0.1	+0.1	+1.3	+1.6	+0.3
Berar . . . . .	+0.5	+1.3	-0.7	-1.1	-1.6	-1.3	-1.0	-0.4
West Coast . . . . .	+0.2	+0.3	-0.5	+0.4	+0.3	0	+0.2	+0.2
Bombay Deccan . . . . .	-1.5	-1.3	-3.6	-2.1	-1.8	-0.4	-1.1	-1.7
Mysore . . . . .	-2.7	-2.8	-3.7	-1.9	-0.3	+0.2	+0.7	-1.5
Madras Coast . . . . .	-2.3	+0.9	+1.4	+2.6	+2.5	+3.5	+2.9	+1.6
Madras Deccan . . . . .	-3.3	-1.5	-1.8	-2.9	-1.4	+0.5	+1.4	-1.3
South India . . . . .	-1.9	+0.4	+0.3	+1.7	+2.6	+1.1	+0.8	+0.7
Mean for whole of India . . . . .	-2.0	-0.5	+0.3	+0.1	-0.1	+1.0	+1.7	+0.1

The mean temperature of the whole country for the whole week was very nearly normal, and on most days of the week this was likewise the case; but on the 21st there was some deficiency and on the 27th some excess. The provincial variations show that the mean temperature was excessive throughout the week in North-West India and during most of the week in the Madras coast and South India districts, but that in the remaining provinces the heat was generally less than usual.

The following were the highest maxima reported on each day :

May 21st . . . . .	115°1'	at Jacobabad.
" 22nd . . . . .	113°2'	" Do.
" 23rd . . . . .	120°0'	" Do.
" 24th . . . . .	116°1'	" Do.
" 25th . . . . .	120°0'	" Do.
" 26th . . . . .	121°0'	" Do.
" 27th . . . . .	122°0'	" Do.

**Rain.**—The rainfall conditions of the present week are generally similar to those reported last week. The rainfall area has been very extensive, nearly all parts of the country having received some rain during the week; but, except in Burma and North-East India, the fall has been light, scattered and local, occurring usually during dust and thunder storms. As was the case last week, there has been a strong steady flow of air from the Bay into Burma and Bengal, and this moist current has shifted round into south-east and east over Bengal, and with this direction has travelled across West Bengal up the Gangetic Plain. Over the area influenced by this current the week's rainfall has been more or less heavy, but in most other places it has been lighter than ordinary. At the commencement of the week the heaviest rainfall was reported from Lower Bengal where a small cyclonic storm was disturbing the weather; but, after the beginning of the week, the region of heaviest rainfall was transferred to Burma and



Tenasserim, and this continued until the end of the week. The rainfall returns show that in Burma rain fell daily throughout the week; in Assam similar conditions prevailed; in East and Deltaic Bengal also daily rainfall was reported, but in Central, North and West Bengal the rain, though scattered throughout the week, was less frequent than in the two other divisions; over the Gangetic Plain the rain occurred generally on the 21st and 24th and in the Punjab on the 21st; on the Malabar Coast rain occurred daily, while in other parts of the Peninsula the showers were scattered throughout the week; in the Central Provinces also the showers occurred irregularly during the week.

The rainfall table at the close of the summary shows that no rain whatever fell during the week in the West Punjab, Berar, Gujarat, Kathiawar, Sind, Baluchistan, West Rajputana and the Jaipur division of the east coast, and an unimportant quantity in the central division of the North-West Provinces, the South-East, South and North Punjab, the west of the Central Provinces, Central India and the east of Rajputana. With the exception of these fifteen divisions, effective rain was received throughout the whole country, the average actual rainfall ranging from 8.65 inches in Tenasserim, 8.20 inches in Arakan, 7.86 inches in Deltaic Burma, 7.30 inches in the Surma division of Assam and 5.26 inches in the hill division of Assam, to 0.11 inch in the Central Punjab, 0.13 inch in the submontane division of the Punjab, 0.16 inch in Coorg, 0.12 inch in the central division of the Central Provinces and 0.13 inch in South Madras.

The third column of the table shows that the week's rainfall has been heavier than usual in 23 of the rainfall divisions, *viz.*, Tenasserim, Deltaic and Upper Burma, all the Assam divisions, all the Bengal divisions (except North Bengal and South Bihar), all the North-West Provinces divisions (except the central), the Bombay Deccan, the east of the North-West Provinces and the central divisions of Madras. The greatest excess was in the deltaic division of Burma and the Surma division of Assam where it exceeded 3 inches. In all the divisions, except the 23 quoted above, the rainfall has been short of the normal, but except in parts of the south-west of the Peninsula the deficiency has been small.

The following were the principal large totals recorded at individual stations during the week:

Burma	Bassein	16.36 inches.
	Sandoway	18.30 "
Assam	Sylhet	13.04 "
Bengal	Durgapur (Mymensingh)	10.80 "
	Kuriam (Rungpur)	11.37 "
Bihar	Araria (Purnea)	6.50 "
Malabar	Quilon	11.66 "
	Malwan (Ratnagiri)	6.43 "
Madras	Nundyal (Kurnool)	4.28 "

The three concluding columns show that the rainfall for the whole period from February 26th to date has been short of the normal over the hill division of the North-West Provinces, all the Punjab divisions, the central division of the Central Provinces, Gujarat, Kathiawar, Central India, Western Rajputana and the south division of Hyderabad. In all the remaining divisions the total seasonal rainfall has equalled or exceeded the normal.



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 27TH, 1899.			RAINFALL DATA FROM FEBRUARY 26TH TO MAY 27TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 26th to May 27th.	Excess or de- fect of (nor- mal) rain- fall ex-pressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	8.65	6.70	+ 1.95	18.20	18.75	- 3
	2. Lower Burma Deltaic.	7.86	4.23	+ 3.63	15.45	10.88	+ 42
	3. Central do.	2.45	2.49	- 0.04	8.10	6.13	+ 32
	4. Upper do.	1.90	1.70	+ 0.20	8.81	6.27	+ 41
	5. Arakan	8.20	8.65	- 0.45	19.01	16.51	+ 13
BENGAL AND ASSAM	6. Eastern Bengal	5.06	2.07	+ 2.99	22.07	15.05	+ 47
	7. Assam Surma	7.30	3.45	+ 3.85	37.34	35.98	- 4
	8. Do. Hills	5.16	3.70	+ 1.46	26.05	28.52	- 9
	9. Do. Brahmaputra	3.93	2.11	+ 1.82	23.34	21.18	+ 10
	10. Deltaic Bengal	3.82	1.30	+ 2.52	14.20	9.83	+ 45
	11. Central do.	2.04	1.21	+ 0.83	6.58	0.56	+ 10
	12. North do.	2.73	3.23	- 0.50	12.78	12.86	- 1
	13. Bengal Hills	4.75	2.83	+ 1.92	21.33	15.41	+ 38
	14. Orissa	1.63	0.99	+ 0.64	9.48	5.44	+ 74
	15. Chota Nagpur	0.90	0.77	+ 0.13	4.91	3.81	+ 30
	16. South Bihar	0.28	0.52	- 0.24	2.08	1.91	+ 9
	17. North do.	1.22	0.62	+ 0.60	5.64	3.46	+ 63
NORTH-WESTERN PROVINCES AND ODISH.	18. N.-W. P. East	0.43	0.07	+ 0.36	1.53	0.81	+ 89
	19. South Odish	0.22	0.12	+ 0.10	1.34	0.93	+ 44
	20. North do.	0.42	0.20	+ 0.22	2.30	1.30	+ 64
	21. N.-W. P. Central	0.04	0.07	- 0.03	0.70	0.72	- 3
	22. Do. West	0.21	0.12	+ 0.09	1.08	1.03	+ 5
	23. Do. East Submontane	0.16	0.20	- 0.04	2.94	1.48	+ 99
	24. Do. West do.	0.35	0.22	+ 0.13	1.77	2.06	- 14
PUNJAB	25. Do. Hills	0.52	0.51	+ 0.01	3.63	6.11	- 41
	26. South-East Punjab	0.07	0.13	- 0.06	0.59	1.26	- 53
	27. South do.	0.05	0.18	- 0.13	0.35	1.40	- 75
	28. Central do.	0.11	0.20	- 0.09	1.53	2.52	- 39
	29. Punjab Submontane	0.13	0.13	0	0.94	2.49	- 62
	30. Do. Hills	0.26	0.67	- 0.41	2.70	6.54	- 59
	31. North Punjab	0.08	0.37	- 0.29	2.69	5.08	- 47
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	32. West do.	0	0.15	- 0.15	0.37	1.34	- 72
	33. Malabar	3.33	3.45	- 0.12	16.31	10.58	+ 54
	34. Madras South-Central	0.80	1.34	- 0.54	9.17	7.02	+ 31
	35. Coorg	0.16	1.30	- 1.14	8.36	8.07	+ 4
	36. Mysore	0.29	0.98	- 0.69	6.02	4.41	+ 57
	37. Konkan	0.40	0.57	- 0.17	4.10	1.13	+ 263
	38. Bombay Deccan	0.62	0.51	+ 0.11	3.73	2.19	+ 70
CENTRAL PROVINCES AND BERAR.	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0.38	0.40	- 0.02	1.63	0.89	+ 83
	41. Berar	0	0.12	- 0.12	1.47	0.70	+ 110
	42. Central Provinces West	0.03	0.11	- 0.08	0.84	0.81	+ 4
BOMBAY (NORTH)	43. Do. do. Central	0.12	0.14	- 0.02	0.74	1.22	- 39
	44. Do. do. East	0.26	0.23	+ 0.03	2.45	2.00	+ 23
	45. Gujarat	0	0.68	- 0.68	0.11	0.17	- 35
	46. Kathiawar	0	0.08	- 0.08	0.09	0.38	- 76
RAJPUTANA AND CEN- TRAL INDIA.	47. Sind	0	0.04	- 0.04	0.87	0.46	+ 80
	48. Baluchistan Hills	0	0.09	- 0.09	4.98	3.90	+ 26
	49. Central India East	0.07	0.31	- 0.24	0.36	0.58	- 39
	50. Rajputana East, Central India West.	0.06	0.28	- 0.22	0.79	0.89	- 11
MADRAS	51. West Rajputana	0	0.33	- 0.33	0	1.02	- 100
	52. East Coast North	0.31	0.56	- 0.25	5.75	3.04	+ 89
	52-A. Do. do. (a)	0	0.93	- 0.93	6.60	4.80	+ 38
	53. Hyderabad South	0.31	0.58	- 0.27	1.98	2.50	- 21
	54. Madras Central	0.52	0.48	+ 0.04	3.53	2.25	+ 57
	55. East Coast Central	0.17	0.35	- 0.18	4.86	2.02	+ 141
	56. Do. South	0.33	0.91	- 0.58	7.19	3.82	+ 86
	57. Madras South	0.13	0.55	- 0.42	7.95	4.91	+ 62

W. L. DALLAS,

for Meteorological Reporter to the

Government of India.

M. FINUCANE,

Off. Secretary to the Government of India.

SIMLA, 1st June, 1899.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 27th May.*—There was seasonable rainfall on the West Coast and showers almost throughout the remainder of the Presidency during the week. The water-supply is normal. Ploughing in many parts and sowings on the West Coast have begun. The standing crops are in good condition. Pasture is scanty, but fodder is sufficient. Cattle are in normal condition. Prices are steady or slightly easier.

**Bombay.**—*For week ending 31st May.*—There was rain in twelve districts during the week, but the fall was generally light. Preparations for monsoon cultivation are progressing generally, and sowing in Kanara, Karachi, and Shikarpur. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in eight and fallen in four districts; elsewhere they are stationary.

**Bengal.**—*For week ending 29th May.*—There was general rain during the week; the fall in some parts of Bengal Proper being heavy. Ploughing and early sowings are in active progress. Jute and autumn rice are already sown in many parts and are coming up well. Reports of sugarcane, indigo, and other crops in the ground are good. The price of common rice was practically stationary, the variations reported being slight and confined to a few districts only. The supply of fodder and water for cattle is everywhere sufficient, except in one thana in Manbhum. There was a tornado at Purnea on the 28th May which uprooted many trees and damaged a few public buildings and several private houses.

**North-Western Provinces and Oudh.**—*For week ending 31st May.*—The weather was generally showery during the week. The standing crops are thriving. Irrigation of extra crops, indigo, and sugarcane and the preparation of fields for the autumn sowings continue. Weeding of sugarcane and the harvesting of extra crops in parts are still in progress. Prospects are favourable; markets are well-stocked; fodder is sufficient. There are slight fluctuations in prices in a few districts, otherwise they are practically stationary.

**Punjab.**—*For week ending 31st May.*—Rain ranging from  $\frac{1}{10}$  of an inch to  $1\frac{1}{2}$  inches has fallen in Hissar, Umballa, Ferozepore, Sialkot, Rawalpindi, and Dera Ismail Khan. The spring crops are still being threshed and housed. The autumn crops are being sown in Mooltan, Umballa, and Peshawar and weeded and watered in Sialkot and Amritsar. Land is being prepared for sowings in Lahore and in parts of Umballa. Extra spring crops have been reaped in Hissar. The condition of extra spring crops is good in Umballa, Peshawar, and Sialkot; and fair in Delhi, Jullundur, Ferozepore, Lahore, and Dera Ismail Khan. The outturn is reported average in Hissar, Jullundur, Lahore, and Dera Ismail Khan. The condition of cattle is good in Umballa, Jullundur, Ferozepore, Amritsar, and Peshawar; fair in Sialkot; and poor in Hissar and in parts of Dera Ismail Khan. Fodder is scarce in Hissar, Delhi, Shahpur, and Dera Ismail Khan; and sufficient elsewhere. Prices—especially of wheat—have risen in Umballa, Amritsar, Rawalpindi, and Dera Ismail Khan; fallen in Jullundur, Lahore, and Sialkot; and remained unchanged elsewhere. Wheat is selling from  $17\frac{1}{2}$  to  $22\frac{1}{2}$ , gram  $19\frac{1}{2}$  to  $22\frac{1}{2}$ , maize 28 to 33, barley 32, bulrush-millet 18 to 27, great millet 24, and rice  $13\frac{1}{2}$  to  $14\frac{1}{2}$  seers per rupee.

**Central Provinces.**—*For week ending 30th May.*—The weather has been generally clouded and hot with strong winds. Slight showers of rain fell in eleven districts. In Saugor the labouring classes complain of want of work. 1,297 and 2,208 persons are in receipt of relief in the Saugor and Damoh districts, respectively. Insects are doing damage to sugarcane in the Multai tahsil of Betul. Preparation of land for the autumn sowings is in progress. Sowing has commenced in parts of Raipur and Sambalpur. Water is scarce in parts of Mandla, Chhindwara, Chanda Bhandara, and Nagpur. Fodder is scarce in parts of six districts and grain stocks are insufficient in the Hinganghat tahsil of Wardha. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others.

**Burma.**—*For week ending 27th May.*—In Lower Burma ploughing continues in Thongwa and Amherst and has commenced in Kyaukpyu, Pegu, Monada, Myaungmya, and Tavoy. In Upper Burma reaping of dry weather



paddy has been completed in Thayetmyo and continues in Pakōkku, Bhamo, Katha, and the Upper Chindwin, and also in parts of Mandalay and Lower Chindwin; while sowing is finished in Minbu. Ploughing and sowing\* for wet weather paddy and miscellaneous crops are fairly general. Transplanting of early paddy progresses in Kyaukse, and the crop is being reaped in portions of Shwebo. Sowing of hill-side paddy continues for districts last reported. Ploughing for cotton, sessamum, and pulses continues in the Lower Chindwin and Meiktila. The condition of the standing crops is generally good in parts of Mandalay, Bhamo, Myitkyina, and Katha. Dry weather paddy has been considerably damaged by floods. The price of paddy has risen slightly in Rangoon, Amherst, Minbu, and Shwebo; and fallen a little in Prome, Thongwa, Myaungmya, and Thayetmyo; and largely in Thaton; elsewhere it is as before.

**Assam.**—*For week ending 30th May.*—The weather is seasonable. Sowing of early rice, planting of sugarcane, and plucking and manufacture of tea are in progress. Prospects of tea are generally good, but more sunshine is wanted in Sylhet. Land is being prepared for late rice. Reaping of low land transplanted rice is finished in Sylhet and the outturn is good. Prices—common rice—Silchar and Dhubri 16, Sylhet 21, Gauhati 17, Tezpur and Sibsagar 12, and Nowgong and Dibrugarh 14 seers per rupee.

**Mysore and Coorg.**—*For week ending 31st May.*—**MYSORE:** Rainfall—16 cents in the Civil and Military station and rain general and good in parts of the Kolar district. Prices have slightly risen in Kolar, Hassan, Chitaldrug, and Kadur and fallen in Tumkur. *Ragi (Eleusine coracana)* has been sown in Mysore, Hassan, and Kadur.

**COORG:** Rainfall—88 cents. Ploughing for rice and *ragi (Eleusine coracana)* continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 31st May.*—**BERAR:** The weather is hot and cloudy. Ploughing of fields is in progress. Fodder is insufficient in all districts, except Wun. Scarcity of water prevails in parts of the Province. Prices are stationary.

**HYDERABAD:** Rainfall during the week 11 cents. The autumn sowings have commenced in certain talukas of the Lingsagar and Nalgundah districts. In other parts the ground is being made ready for sowings. The winter rice harvest continues in parts. Water scarcity continues in some talukas. Prices of grain are stationary. Prices—wheat 10, coarse rice 10½, and *jowari* 25½ seers per current sicca rupee.

**Central India.**—*For week ending 31st May.*—Rain fell in parts of the Bhopal Agency during the week. Agricultural operations have been completed in Gwalior and Bundelkhand and are in progress elsewhere. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.

**Rajputana.**—*For week ending 31st May.*—Rainfall ranging from about half an inch to 6 cents fell at Bikanir, Bhurtpore, Kotah, Pertabgarh, and Haraoti. Agricultural operations are proceeding satisfactorily. Agricultural stock is in fair to good condition. Fodder scarcity prevails in the States reported last week. Prices are rising in two States; slightly rising in Ajmere and Ulwar; falling in Jeysulmere; and are steady elsewhere. Thirty-five persons emigrated from Ajmere and 15 from Merwara during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 448, Merwara 5,081, and Marwar 950. There are also 311 persons on ordinary works and 208 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere 19, Beawar 19, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 30th May.*—The weather is cloudy. Rain fell once during the week. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 31st May.*—No rain during the week. Prices are generally stationary. Wheat is selling from 16 to 19 and maize 25 to 29 seers per rupee. The spring crops are being threshed and housed. The condition of the standing crops is fair. Sowings for the autumn crops are still going on. Fodder is sufficient.

**Nepal.**—*For week ending 27th May.*—Rainfall—1·09 inch. The weather is showery. The sowing of upland rice and indian-corn has been completed. The wheat crop is doing well. Rice—9½ seers per rupee.

M. FINUCANE,

Off. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

No. 21.

*Extract from the Proceedings of the Government of India, Department of Revenue and Agriculture (Inventions and Designs),--dated Simla, the 30th May, 1899.*

Read—

The appended Report by the Secretary under the Inventions and Designs Act V of 1888 on the working of his office during the calendar year 1898.

RESOLUTION.

Ordered that the report be published for general information in the supplement to the *Gazette of India*, and forwarded to the Legislative Department, and to all Local Governments and Administrations.

[True Extract.]

M. FINUCANE,

*Offg. Secretary to the Government of India.*



No. 1557 P.

FROM

S. C. HILL, Esq.,

*Offg. Secretary under the Inventions and Designs Act,*

TO

THE SECRETARY TO THE GOVERNMENT OF INDIA,  
DEPARTMENT OF REVENUE AND AGRICULTURE.

*Dept. of Rev. & Agri.  
Inventions & Designs.*

*Calcutta, the 18th May, 1899.*

SIR,

I have the honour to submit, for the information of the Government of India, the following summary of proceedings in 1898 under the Inventions and Designs Act of 1888.

2. During the year under report Mr. A. T. Pringle continued to officiate in the office of Secretary under the Act until the 21st October 1898 when Mr. G. W. Forrest, the permanent incumbent, returned from furlough and resumed charge of his duties.

3. It is satisfactory to note that the applications for exclusive privileges showed a marked increase having numbered four hundred and eighty-one as against four hundred and fifty-one in the previous year and four hundred and sixty in 1896. Of these one hundred and seventy-one related to inventions by persons resident in British India (forty-five being inventions by natives of the country). There was an increase of two in the class last named and a fair increase also in the number of applications received from Europe, Australia and America—three hundred and ten as against two hundred and ninety-four in the previous year. Thirty-one related to bicycles and similar vehicles, twenty-eight to railways, nineteen to linotype machinery, sixteen to the treatment of fibres, as many to lamps and burners, eleven to punkahs, and ten to the tea-trade.

4. Eighty-three applications of 1897 were pending on the first day of the year. Of these five were abandoned, as many rejected, and leave to file specifications was accorded in the case of the remainder.

With regard to the applications of the year under report, leave was granted in three hundred and seventy-four instances, thirteen applications were rejected, twelve were treated as abandoned, and eighty-two—of which twenty-five were in the hands of experts—were pending on the 31st December 1898.

5. The references to paid and departmental experts fell from ninety-four in 1897 to sixty-six in the year under report. Fees were required in ten cases.

6. Four hundred and nine specifications, or seventeen more than in the previous year, were filed.

7. Three hundred and eight exclusive privileges were kept alive by payment of the prescribed fees as against two hundred and fifty-one in 1897, and two hundred and thirty-six in 1896.



8. Two hundred and fifty-eight privileges ceased during the year.
9. The applications for registering copyright in designs declined from nineteen to sixteen. Of these eight were rejected, one was abandoned and one was pending at the end of the year.
10. The gross revenue rose from Rs1,032 to Rs6,303. This sum was principally derived from fees paid for the continuance of privileges and for filing specifications.
11. During the year under report, eleven models were deposited in the Museum.
12. The usual statistics are appended.

I have the honour to be,

SIR,

Your most obedient Servant,

S. C. HILL,

*Offg. Secretary under the Inventions and Designs Act.*



*Statement showing the proceedings under the Inventions and Designs Act of 1888 during the year 1898 as compared with the years 1897 and 1896.*

	1898.	1897.	1896.
<b>I.—Applications under Part I of the Act for leave to file a specification.</b>			
Number of applications received	481	451	469
(a) Granted	374	349	368
(b) Rejected	48	58	81
(c) Pending	83	83	119
(d) Abandoned	13	1	12
<b>II.—Applications from residents in India and from other persons.</b>			
Number of applications from residents in India	171	137	173
(a) Natives of India	45	43	49
(b) Anglo-Indians	126	114	124
Number of applications from other persons	310	294	287
<b>III.—References to experts.</b>			
Number of applications referred to experts	66	94	107
(a) On payment of fees	10	15	28
(b) Without payment of fee	56	79	85
<b>IV.—Specifications.</b>			
Number of specifications filed	409	392	319
<b>V.—Applications under Part II for copyright in a design.</b>			
Number of applications for the registration of designs	16	19	27
" designs registered	6	12	13
" " rejected	8	5	10
" " pending	2	1	3
" " abandoned	1	1	1
<b>VI.—Cases involving points of law.</b>			
Number of cases referred to law officers	1	5	—
<b>VII.—Privileges kept alive by payment of the prescribed fees.</b>			
Number of cases in which exclusive privilege was kept alive	368	251	236
(a) Under clause 4 (a) of the fourth schedule	102	71	92
(b) For the fifth year	52	56	60
(c) " sixth " "	48	42	32
(d) " seventh " "	39	35	38
(e) " eighth " "	28	37	14
(f) " ninth " "	32	10	—
(g) " tenth " "	7	—	—
<b>VIII.—Applications for extension of privileges.</b>			
Number of applications received	—	2	1
Number of applications granted	—	1	1
<b>IX.—Privileges lapsed.</b>			
Number of cases in which exclusive privileges ceased through non-payment of	258	223	226
(a) The fee prescribed in clause 4 (a) of the fourth schedule	205	174	201
(b) The 5th year's renewal fee	22	34	11
(c) The sixth " "	14	9	9
(d) The seventh " "	7	4	5
(e) The eighth " "	1	2	—
(f) The ninth " "	9	—	—



*Statement showing the proceedings under the Inventions and Designs Act of 1888 during the year 1898 as compared with the years 1897 and 1896—continued.*

	1898.	1897.	1896.
	<i>R a. p.</i>	<i>R a. p.</i>	<i>R a. p.</i>
<i>X.—Income from fees.</i>			
Applications under sections 5 and 15 . . . . .	4,820 0 0	4,700 0 0	4,650 0 0
Specifications . . . . .	12,300 0 0	11,760 0 0	9,360 0 0
Extension of time . . . . .	590 0 0	640 0 0	510 0 0
Continuance of exclusive privilege . . . . .	17,400 0 0	13,050 0 0	11,950 0 0
Application under section 51 . . . . .	160 0 0	190 0 0	270 0 0
Inspection . . . . .	79 0 0	80 0 0	117 0 0
Copying . . . . .	662 1 0	302 10 0	482 15 0
Drawings . . . . .	272 8 0	199 8 0	275 8 0
Amendment of specifications . . . . .	20 0 0	60 0 0	20 0 0
Petition under section 43 . . . . .	...	30 0 0	...
Total . . . . .	36,303 9 0	31,032 2 0	27,635 7 0
Refunds . . . . .	140 0 0	135 0 0	174 2 0
Net total income . . . . .	36,163 9 0	30,897 2 0	27,461 5 0



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 21ST MAY 1898, AND FROM 1ST JANUARY TO 20TH MAY 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1899*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 21ST MAY 1898.			WEEK ENDING 20TH MAY 1899.			Earnings from 1st January to 31st May 1898.	Earnings from 1st January to 20th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.					
			TOTAL.	Per mile open.		TOTAL.	Per mile open.				
State lines worked by companies.											
Standard gauge—											
East Indian	694	1,740	18,02,170	283	1,747	12,00,000	721	2,58,77,237	2,53,01,000	...	76,237
Bengal Central	182	135	14,001	113	135	14,100	113	4,10,565	4,05,000	...	5,565
Bengal Nagpur	121	862	1,78,258	209	1,186	1,65,000	189	34,05,433	37,70,000	3,64,567	...
Indian Midland (including Bhopal-Itanagar)	171	900	1,88,002	236	808	1,68,000	194	37,71,840	29,85,000	7,86,840	...
Ruswade & Co. (East Coast State)	191	91	4,890	219	91	2,000	139	89,338	60,000	29,338	...
Washermanpet-Kannur sec. (Bor. Mad.)	119	9	1,016	113	9	1,000	111	20,793	31,000	10,207	...
Metre gauge—											
Rajputana-Malwa (incldg. G. R. Nagda)	264	1,815	6,12,406	387	1,816	4,87,000	257	91,10,029	97,80,000	6,69,971	...
Palampur-Dogra	44	17	660	39	17	700	41	12,784	14,400	1,616	...
South Indian	161	1,049	1,70,540	104	1,023	1,66,000	163	33,20,741	31,40,000	1,80,741	...
Májavaram-Mutapet	88	54	3,069	99	54	3,000	104	90,998	87,200	3,798	...
Southern Mahratta (incldg. G. R. From sec.)	103	1,165	1,31,549	113	1,133	1,32,000	119	23,77,279	23,00,000	77,279	...
Mysore section (Southern Mahratta)	107	266	31,073	105	236	23,000	80	8,40,454	3,77,000	4,63,454	...
Bengal and North-Western system	142	854	1,59,533	187	1,052	1,83,000	178	28,44,199	31,54,000	3,09,801	...
Lucknow-Bareilly	166	231	26,125	119	231	26,000	113	4,41,947	4,99,000	57,053	...
Assam-Bengal	90	266	25,088	88	434	27,700	64	5,10,250	6,55,000	1,44,750	...
Dumra	234	234	1,72,082	184	806	1,69,000	178	42,80,652	37,45,000	5,35,652	...
TOTAL	208	10,233	70,84,546	301	11,009	26,74,600	256	5,56,39,137	5,63,74,500	7,35,363	...
State lines worked by the State.											
Standard gauge—											
North Western (a)	287	2,896	10,52,090	385	2,992	6,06,000	255	1,62,18,225	1,34,07,000	28,11,225	...
Omch and Rohilkhand (incldg. m. g. line)	217	1,018	2,12,085	210	1,013	2,44,000	243	40,10,555	43,57,000	3,46,445	...
Eastern Bengal (incldg. metre & 2' 6")	319	818	2,00,120	265	834	2,07,000	248	54,71,320	48,15,000	6,56,320	...
East Coast (b)	118	536	53,160	103	730	55,200	107	12,69,370	10,48,000	2,21,370	...
Special gauges—											
Jorhat	64	25	1,148	46	25	1,300	59	87,241	33,200	54,041	...
Cherra-Compangon	20	...	...	...	...	(c)	...	(d) 4,400	(e) 6,400	2,000	...
TOTAL	261	5,376	15,21,099	268	5,689	12,55,500	219	2,70,10,236	2,42,08,000	28,02,236	...
Lines worked by guaranteed orgs.											
Standard gauge—											
Great Indian Peninsula system	514	1,401	9,25,463	621	1,493	6,08,000	641	1,80,47,490	1,65,45,000	15,02,490	...
Bombay, Baroda and Central India	775	461	5,04,094	1,083	461	3,69,000	844	88,58,400	89,05,000	46,600	...
Madras	258	840	2,15,677	337	843	1,87,000	222	43,13,072	36,41,000	6,72,072	...
TOTAL	460	2,702	16,45,234	689	2,796	12,64,000	443	2,71,19,562	2,70,91,000	28,562	...
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.	297	19,323	82,51,448	361	19,493	59,64,100	272	10,68,75,160	10,77,32,100	8,98,000	...
Standard gauge—											
Delhi-Delhi-Kalka	317	182	33,518	207	162	27,300	170	7,39,315	5,47,000	1,92,315	...
Tarapur	820	23	4,834	220	23	4,600	209	1,65,211	1,30,000	35,211	...
Southern Punjab (Delhi-Samastha)	75	400	62,421	156	428	38,600	91	6,80,650	5,17,000	1,63,650	...
Trip Valley	...	...	...	...	...	2,600	74	...	37,900	...	...
Metre gauge—											
Brahmaputra-Sultampur	...	...	...	...	25	700	28	...	(f) 5,900	5,900	...
Hypocanth-Jamulpur-Jaganesthganj	...	...	...	...	38	1,200	38	...	25,000	25,000	...
Rohilkhand and Kumaon (Co. s. sec.)	137	66	9,831	150	66	8,000	121	1,72,459	1,80,000	7,541	...
Sagauli-Baxant	...	...	...	...	18	800	44	...	(g) 6,500	6,500	...
Bengal Doonars	140	36	3,212	80	36	2,200	75	66,065	57,000	9,065	...
Dibru-Badiya	200	78	15,909	204	78	16,200	208	3,19,015	3,32,000	12,985	...
Ahmedabad-Paritil	29	55	4,774	87	55	3,800	60	61,028	70,000	8,972	...
Special gauges—											
Darjeeling-Himalayan	296	51	16,069	315	51	16,000	314	2,69,438	2,55,000	14,438	...
Bareilly	156	21	3,500	107	21	3,700	176	71,472	77,000	5,528	...
TOTAL	133	691	1,04,159	173	1,036	1,26,400	129	22,20,137	22,70,000	49,867	...
Lines owned by native states and worked by other agencies.											
Standard gauge—											
Bina-Goota	81	74	2,714	37	137	7,100	82	49,612	67,100	17,488	...
Bhopal-Ujjain	76	114	30,312	89	114	11,600	102	1,73,516	2,12,000	38,484	...
Nagda-Ujjain	86	35	3,224	83	34	3,100	91	55,802	40,800	15,002	...
The Nizam's guaranteed state	235	236	82,039	247	234	78,000	220	16,82,179	15,11,000	1,71,179	...
The Gackwar's Petlad	70	13	888	76	13	1,100	85	13,609	20,000	6,391	...
Rajpura-Bhatinda	140	108	22,165	205	108	22,000	204	2,84,715	2,83,000	1,715	...
Kolar Gold-fields	608	10	4,305	431	10	3,100	310	79,988	58,400	21,588	...
Metre gauge—											
Yerrantpur-Mysore Prov. sec. (incldg. M. Nanjangud)	71	66	8,083	77	66	4,100	62	61,482	60,700	782	...
The Gackwar's Mohadua	31	93	8,522	92	93	8,100	87	1,35,746	1,39,000	3,254	...
Kollapur	55	29	1,463	68	29	2,100	72	30,999	43,100	12,101	...
Special gauges—											
The Gackwar's Dabhol	58	79	6,311	60	79	7,200	91	82,750	80,400	2,350	...
Rajpura	15	19	182	9	14	1,700	46	5,733	15,400	11,667	...
Couch Bihar	63	22	1,209	54	24	1,700	50	29,780	27,800	1,980	...
TOTAL	123	936	1,49,127	160	1,075	1,63,000	136	26,12,139	26,56,700	44,561	...
Lines owned & worked by n. states.											
Metre gauge—											
Udhvagar-Gondal-Junagadh-Forbhandar	134	334	61,870	185	334	37,800	113	8,17,529	9,15,000	97,471	...
Jetalpur Rajkot	80	46	4,541	99	46	3,400	74	78,545	80,000	1,455	...
Jamnagar	28	54	3,504	48	54	2,600	40	40,433	40,200	233	...
Doravagar	...	...	...	...	91	1,700	81	...	29,700	...	...
Jodhpore-Rickhaver	60	204	22,837	63	455	38,700	74	4,83,343	7,49,000	2,65,657	...
Oodley-pore-Chitor	42	60	3,104	63	61	3,700	61	47,174	64,800	17,626	...
Special gauge—											
Morvi	82	94	9,934	106	94	8,000	91	1,30,270	1,47,000	16,730	...
TOTAL	60	952	1,04,820	110	1,068	91,400	80	15,98,278	19,80,500	3,82,222	...
GRAND TOTAL	273	21,162	96,96,715	315	22,602	66,47,800	220	11,62,15,610	11,45,10,100	17,05,510	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rye.  
(b) Includes Beswada-Madras rye.  
(c) Closed for traffic.  
(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st April to 20th May 1899.  
(g) From 1st March to 20th May 1898.

W. J. McELHINNY, Captain, R.E.  
Offy. Under Secy. to the Govt. of India.

SIMLA the 1st June, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. VII of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98	WEEK ENDING 21ST MAY 1899.				WEEK ENDING 20TH MAY 1899.				Earnings from 1st April to 21st May 1899.	Earnings from 1st April to 20th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
East Indian	654	1,740	13,03,170	783	1,747	12,00,000	720	95,00,072	91,23,000	3,61,072			
Bengal Central	143	125	14,001	119	125	14,100	113	1,82,251	1,83,000	749			
Bengal Nagpur	189	863	1,79,758	209	1,186	1,63,000	189	14,77,939	12,42,000	2,35,939			
Indian Midland (incldg. Bhopal-Idar)	155	690	1,28,962	236	866	1,69,000	194	11,63,996	11,51,000	12,996			
Howada extn. (East Coast State)	165	21	4,000	219	21	2,300	198	85,624	94,700	9,076			
Washermanpet-Banur sec. (Bor.-Mad.)	135	9	1,016	113	9	1,000	111	7,380	12,900	5,520			
Guaranteed lines—													
Bhopal-Malwa (incldg. G.-B.-Nagda)	210	1,815	6,12,400	337	1,815	4,07,000	257	37,35,587	33,84,000	3,51,587			
Palampur-Dacca	44	37	690	39	17	780	41	5,186	5,100	86			
South Indian	186	1,042	1,70,540	184	1,023	1,66,000	162	12,32,996	11,75,000	57,996			
Madras-Motupet	92	54	4,000	92	54	5,600	104	80,434	33,200	47,234			
South-Mahratta (incldg. G.-M. Fron. sec.)	118	1,165	1,31,540	113	1,165	1,32,000	113	9,93,782	9,23,000	70,782			
Mysore section (Southern Mahratta)	129	298	31,275	105	298	24,000	80	2,81,804	1,51,000	1,30,804			
Bengal and North-Western system	147	854	1,50,533	167	1,082	1,63,000	178	11,15,357	13,39,000	2,23,643			
Lucknow-Bareilly	61	281	26,125	113	351	26,000	119	1,81,005	1,69,000	12,005			
Assam-Bangal	73	286	25,000	28	434	27,700	64	1,82,180	2,08,000	25,820			
Burma	189	936	1,72,092	181	936	1,62,000	173	12,48,732	11,83,000	65,732			
TOTAL	243	10,253	30,84,566	301	11,009	28,16,600	260	2,12,77,798	2,04,71,900	8,07,898			
State lines worked by the State.													
North Western (a)	225	2,890	10,52,900	365	3,062	6,06,000	285	60,28,480	48,84,000	11,44,480			
Quila and Rohilkhand (incldg. m. g. line)	195	1,018	2,12,435	210	1,018	2,10,000	243	18,24,007	17,51,000	73,007			
Eastern Bengal (incldg. metro & 2' 6")	302	818	2,00,425	245	834	2,07,000	248	16,04,818	16,84,000	79,182			
East Coast (b)	108	536	55,100	109	793	83,200	107	4,50,275	6,45,000	1,94,725			
Guaranteed lines—													
Jorhat	69	23	1,148	40	25	1,300	52	11,757	10,300	1,457			
Cherra-Companyganj	44	...	...	...	...	...	...	...	...	...			
TOTAL	235	5,278	15,21,600	288	5,929	12,35,500	219	94,09,335	89,04,300	5,05,035			
Lines worked by guaranteed cos.													
Great Indian Peninsula system	391	1,401	6,25,403	621	1,491	6,58,000	441	60,71,381	51,80,000	8,91,381			
Bombay, Baroda and Central India	580	401	5,04,094	1,023	401	4,89,000	844	32,83,731	27,59,000	5,24,731			
Madras	281	840	2,15,677	257	843	1,87,000	222	16,00,029	13,30,000	2,70,029			
TOTAL	872	2,792	10,45,234	1,881	2,735	12,34,000	442	1,15,35,141	92,69,000	22,66,141			
TOTAL (GUARANTEED AND STATE) Assisted companies.													
	202	18,823	62,51,889	341	19,434	52,84,100	272	4,26,44,200	3,84,42,300	42,01,900			
Guaranteed lines—													
Delhi-Umballa-Kalka	207	160	33,518	207	160	27,500	170	2,31,993	2,04,000	27,993			
Turkocauz	278	22	4,830	230	22	4,800	209	61,847	58,000	3,847			
Southern Punjab (Delhi-Samastha)	42	400	62,421	155	428	38,600	91	2,57,324	2,17,000	40,324			
Tajpuri Valley	...	...	...	...	...	...	...	...	...	...			
Guaranteed lines—													
Brahmaputra-Sultanpur	...	...	...	...	...	...	...	...	...	...			
Mysore-Jamshilpur-Jagannathganj	...	...	...	...	...	...	...	...	...	...			
Bikilund and Kumbon (Co.'s sec.)	121	66	9,031	130	66	8,000	121	79,430	60,000	19,430			
Borowli-Karaul	...	...	...	...	...	...	...	...	...	...			
Bengal Dooars	140	36	3,212	69	30	2,700	75	20,799	19,300	1,499			
Dibru-Sadiya	198	78	13,008	204	78	16,200	206	1,19,156	1,21,000	1,844			
Almedabad-Parantij	45	35	4,774	57	35	3,800	69	37,878	20,600	17,278			
Guaranteed lines—													
Darjeeling-Himalayan	374	51	16,069	315	51	16,000	314	1,27,664	1,10,000	17,664			
Bam	125	21	8,510	167	21	8,700	176	27,841	24,400	3,441			
TOTAL	147	301	1,54,170	173	1,036	1,26,400	13	9,51,789	8,76,000	75,789			
Lines owned by native states and worked by other agencies.													
Guaranteed lines—													
Bina-Gooma	28	74	2,714	37	137	7,100	52	17,569	34,300	16,731			
Bhopal-Ujjain	61	114	10,119	89	114	11,000	102	67,689	60,400	7,289			
Nandgaon-Ujjain	60	85	3,224	92	84	8,100	91	24,383	20,300	4,083			
The Nizam's Guaranteed State	211	304	82,338	247	334	78,800	220	6,24,536	5,18,000	1,06,536			
The Gackwar's Patlad	84	13	000	76	13	1,100	95	7,768	8,600	832			
Rajpura-Bhatinda	232	108	22,765	205	108	23,000	204	1,03,019	94,600	8,419			
Kolar Gold-fields	402	10	4,905	451	10	8,100	510	27,805	18,400	9,405			
Guaranteed lines—													
Nawanagar-Mysore Fron. sec. (incldg. M. Nanjund)	84	66	5,093	77	66	4,700	62	35,538	35,200	338			
The Gackwar's Mahana	71	98	8,523	92	98	8,100	87	50,640	51,000	360			
Kolhapur	57	30	1,083	69	29	2,100	72	19,089	15,300	3,789			
Guaranteed lines—													
The Gackwar's Dabhoi	51	70	6,311	60	70	7,300	91	39,361	38,700	661			
Rajpura	11	19	162	9	24	1,100	48	1,518	0,300	1,218			
Coast Bahar	34	22	1,309	55	34	1,700	50	10,049	11,900	1,851			
TOTAL	120	986	1,49,127	150	1,075	1,45,900	136	10,90,093	9,22,900	1,67,193			
Lines owned & worked by n. states.													
Guaranteed lines—													
Blawanar-Gondal-Jannagad-Forbender	97	334	61,870	185	334	27,600	118	4,06,744	2,96,000	1,10,744			
Jetalpur Rajkot	92	48	4,541	99	46	3,400	74	31,067	29,300	1,767			
Jamunagar	38	34	2,504	46	54	2,300	43	19,182	17,300	1,882			
Dharampur	...	...	...	...	...	...	...	...	...	...			
Jodhpore-Bickaneer	62	364	23,927	68	438	39,700	74	1,84,761	2,58,000	73,239			
Quedypore-Ohitor	26	60	3,164	83	61	3,700	61	20,899	23,100	2,201			
Guaranteed lines—													
Morvi	28	94	0,924	106	94	8,600	91	63,442	68,800	5,358			
TOTAL	76	653	1,04,920	110	1,068	91,400	184	7,26,135	6,99,300	26,835			
GRAND TOTAL													
	243	21,163	66,52,715	316	22,602	56,47,900	250	4,58,52,925	4,09,40,300	49,12,625			

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rly.  
(b) Includes Howada-Madras rly.

(c) Closed for traffic.

W. J. McELHINNY, Captain, R.E.,

Off. Under Secy. to the Govt. of India.

Sixth, the 1st June, 1899.

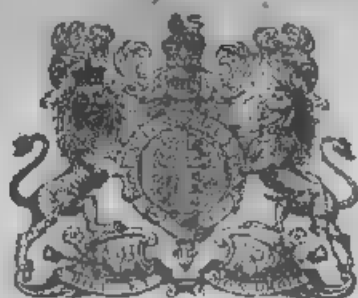


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SUPPLEMENT TO

# The Gazette of India.

No. 23. } CALCUTTA, SATURDAY, JUNE 10, 1899.

## OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.  
MISCELLANEOUS.

REVIEW OF THE REVENUE AND EXPENDITURE RECORDED UNDER THE HEADS "CIVIL WORKS", "FAMINE RELIEF" AND "MISCELLANEOUS PUBLIC IMPROVEMENTS" IN THE ACCOUNTS OF THE GOVERNMENT OF INDIA FOR THE OFFICIAL YEAR 1897-98.

No. 506 C. W.—M., dated Simla, the 1st June 1899.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Note by A. R. Becher, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the heads "Civil Works", "Famine Relief" and "Miscellaneous Public Improvements" in the accounts of the Government of India for 1897-98.

RESOLUTION.—The total revenue derived from these works in 1897-98 amounted to Rx. 615,262 as compared with Rx. 634,946 in 1896-97 and

A



Rx. 664,133 in 1895-96, the average for the five past years being Rx. 633,655. The falling off was mainly under the heads "Ferry receipts" and "Tolls on roads." The former of these heads accounts for half of the total receipts, the amount collected under it being Rx. 306,993 against Rx. 311,709 in the previous year. Road tolls produced a revenue of Rx. 82,711 as compared with Rx. 103,656, in the previous year, the decrease of 20 per cent. being attributed to the effect of the plague in Bombay and the famine in other provinces. The receipts credited under "Rents of buildings" increased, on the other hand, from Rx. 57,507 in 1896-97 to Rx. 64,814 in the year under review.

2. The net return on the capital cost of buildings for which rent is charged was 1.77 per cent. as compared with 1.56 last year. The value of these buildings was higher in Burma than in any other province and the return yielded on them was 3 per cent. A return of over 2½ per cent. was obtained in Madras and Central India, while over 2 per cent. was returned in Bombay, the Punjab and the North-Western Provinces. In Bengal, on the other hand, the cost of repairs exceeded the rents realized by Rx. 1,008, or 16 per cent., while in Assam the cost of repairs was nearly 80 per cent. in excess of the rents.

The accounts furnish no explanation of these unsatisfactory results, but it would appear from paragraph 1 (4) of the Accountant General's note that they were due in no small degree to the disastrous earthquake of June 1897 which destroyed a large number of the buildings in Assam and damaged many of those in Bengal so seriously as to render them uninhabitable until they could be renovated. The consequence was a very large increase in the cost of repairs accompanied by a large loss of revenue, as rents could not be assessed from tenants who were forced to vacate their houses. The introduction of revised rules in connection with these buildings, which are now under consideration, will, it is hoped, remove many unsatisfactory features in the annual returns of Government rentable buildings.

3. The total expenditure on "45—Civil Works" during the year was Rx. 4,482,024 as compared with Rx. 4,858,721 in 1896-97. Excluding expenditure under Excluded Local Funds and Contributions, the actuals, compared with those of last year and with the average of the last five years, were as follows:—

	1897-98.	1896-97.	Average of five years ending 1896-97.
	Rx.	Rx.	Rx.
Imperial . . . . .	428,123	809,383	767,550
Provincial . . . . .	2,258,018	2,131,781	2,093,035
Local . . . . .	1,564,010	1,585,125	1,710,717
TOTAL	4,250,551	4,626,289	4,571,303

These figures show that there was a great reduction in the expenditure under Imperial and a slight reduction under Local, while under Provincial the outlay exceeded that of last year by Rx. 126,237 and the average by Rx. 164,982.

Of the total outlay on new works the expenditure on buildings was Rx. 724,262 against Rx. 961,520 last year and on roads Rx. 473,763 against Rx. 590,330 in 1896-97.



\* The expenditure on famine relief works amounted to Rx. 3,356,290, of which Rx. 407,011 were spent on Railway and Irrigation Works, while the balance was distributed as follows:—

—	Imperial.	Provincial.	Local.	Excluded Local.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
Communications . . . . .	2,101,207	3,751	22	...	2,104,980
Miscellaneous Public Improve- ments . . . . .	777,274	48,423	2,738	3,923	832,358
Civil Buildings . . . . .	11,899	42	...	...	11,941
TOTAL . . . . .	2,890,380	52,216	2,760	3,923	2,949,279

5. The percentage of establishment charges on the outlay on works and repairs by Public Works officers rose from 28·18 in 1896-97 to 31·23 in the year under review. While the total expenditure on works and repairs, omitting Excluded Local Funds and contributions, was less than in the previous year by Rx. 219,841, the establishment charges increased by Rx. 5,356. The provinces in which the increase is most noticeable are Madras, Bombay, North-Western Provinces and Oudh and Central Provinces, the percentage in Madras having risen from 27·36 to 47·59. The increase was due to increased expenditure on establishment required for famine relief works and to the restriction of expenditure on Civil Works in order to provide funds for relief works.

The Government of India observe with satisfaction that the income derived from the Royal Indian Engineering College at Cooper's Hill exceeded the cost of upkeep by £2,754.

The Governments of Madras and Bombay (General), Bengal, the North-Western Provinces and Oudh, the Punjab, and Burma.  
The Chief Commissioners of the Central Provinces, Assam, and Coorg.  
The Resident at Hyderabad,  
The Agents to the Governor General for Central India, Rajputana, and Baluchistan.  
The Superintendent of Port Blair and Chief Commissioner, Andaman and Nicobar Islands.  
The Accountant General, Public Works Department.  
The Director General of Military Works.

note be forwarded to the Finance Department, and in the Supplement to the *Gazette of India*.

ORDER.—Ordered that the foregoing, with a copy of the note, be forwarded to the Local Governments, Administrations and officers noted in the margin for information.

Ordered, also, that a copy of the Resolution and that the papers be published

T. HIGHAM,

*Joint Secretary to the Government of India.*

*Documents accompanying.*

\* Note by Accountant General, Public Works Department, with accompaniment.



Accompaniment to P. W. D. No. 200 C. W. M., dated 1st June 1899.

**Note by A. R. Becher, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the heads "XXXII and 45.—Civil Works," "33.—Famine Relief Works," and "50.—Miscellaneous Public Improvements" in the accounts of the Government of India for 1897-98.**

#### General.

The amount of Revenue and Expenditure exhibited in these accounts and reviewed in the following paragraphs is :—

	33.—Famine Relief Works.	45.—Civil Works.	50.—Miscellaneous Public Improvements.	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Revenue . . .	...	615,262	...	615,262
Expenditure . .	8,556,290 *	4,482,024 †	4,105	7,842,419

There were four main causes that affected the transactions under review : (1) Famine, (2) Restriction of expenditure, (3) Plague, and (4) Earthquake. Famine and the restriction of expenditure affected nearly every province in India. Plague only directly affected Bombay. Earthquake caused damage to buildings and roads in Assam and Bengal only. The effects are stated in some detail in the following paragraphs :—

(1) *Famine.*—The provinces in which the famine was most acutely felt were the Central Provinces, the North-Western Provinces and Oudh, Madras, and Bombay; the expenditure on relief operations during the year in these four provinces amounted to about Rx. 917,000, 727,000, 658,000 and 713,000, respectively, or a total of Rx. 3,015,000 as compared with an expenditure of Rx. 3,352,000 for the whole of India.

(2) *Restriction of expenditure.*—This lasted till the 31st December 1897, and was necessitated by the depletion of Treasury balances consequent on the unusually heavy demands on Government for the relief of distress caused by the famine. After the withdrawal of the restriction, Government re-granted in some instances the funds previously withdrawn or withheld; but it was found impracticable to spend in three months a sum of money which should have spread over nine months.

(3) *Plague.*—This, as has been stated, only directly affected Bombay; but there is little doubt that the dislocation of business caused thereby in so important a seaport town must have told, to some extent, on other provinces, particularly those bordering on Bombay. In Bombay itself, business was almost entirely paralysed; and this led to a great falling-off in revenue under "Tolls on roads" and "Ferry receipts," and to a great scarcity of labour and materials required for use on works.

(4) *Earthquake.*—The only provinces directly affected by this calamity were Assam and Bengal, particularly the former. The greater part of the damage was due to the first and severest shock, which occurred on the 12th June 1897. The expenditure in making good the damages during the year amounted to Rx. 146,300, of which Rx. 107,800 was incurred in Assam; and Rx. 38,400 in Bengal.

#### REVENUE.

1. The *Revenue* credited in the accounts of the Government of India for 1897-98 under the head "XXXII.—Civil Works," which amounted to Rx. 615,262, was brought to account as follows :—

Rx.
166,142 by Public Works Officers in India.
403,929 by Officers of other Departments in India.
45,191 in England.
<b>Total . . . 615,262</b>

\* Includes outlay from Excluded Local Funds, amounting to Rx. 8,923.

† Includes outlay from Excluded Local Funds, Contributions, and Local Loans, amounting to Rx. 201,473.

‡ In Assam the figures are approximate.



## 2. The principal heads are detailed in the table below :—

Sources of Revenue.	COLLECTIONS.								
	By PUBLIC WORKS OVERSEEN.				By OFFICERS OF OTHER DEPARTMENTS.				GRAND TOTAL.
	Imperial.	Provincial.	Local.	Total.	Imperial.	Provincial.	Local.	Total.	
<b>India.</b>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rents of buildings . . . . .	9,481	48,857	878	59,214	...	3,334	4,896	8,200	64,814
Sales of " . . . . .	...	8,227	5	8,232	...	4,876	1,091	5,967	14,199
Fines, Refunds and Miscellaneous . . . . .	202	31,912	147	32,261	562	8,208	11,101	19,872	40,134
Ferry receipts . . . . .	...	6,705	...	6,705	...	98,408	201,682	300,288	806,992
Tolls on roads . . . . .	...	44,698	...	44,698	...	8,204	20,209	28,013	82,711
Other items . . . . .	124	25,533	1,764	27,421	...	3,651	20,026	23,677	61,220
<b>TOTAL</b> . . . . .	9,877	163,959	2,362	166,143	562	124,679	279,797	403,929	670,071
<b>England.</b>									
Royal Indian Civil Engineering College, Cooper's Hill . . . . .	...	...	...	...	...	...	...	...	30,911
Bungalows . . . . .	...	...	...	...	...	...	...	...	16,186
<b>TOTAL</b> . . . . .	...	...	...	...	...	...	...	...	45,101
<b>GRAND TOTAL</b> . . . . .	...	...	...	...	...	...	...	...	615,262
For details by Provinces, see page of accounts . . . . .	V	VII	VII	...	V	VII	VII	...	...

A comparison of the actual revenue realized under "XXXII.—Civil Works" with the Budget and Revised Estimates is given below :—

Year.	Budget Estimate. Rx.	Revised Estimate. Rx.	Actuals. Rx.
1897-98 . . . . .	629,600	609,700	615,262

For the decrease of Rx 14,936 in the actual realisations as compared with the Budget Estimate, Bombay is chiefly responsible, the revenue having been worse than the Estimate by Rx. 33,195; on the other hand the Punjab and Burma were better by Rx. 10,698 and Rx. 5,756 respectively. The decrease in Bombay is entirely due to the great falling-off under "Tolls on roads" and "Ferry receipts," and is one of the effects of famine and plague. The increase in the Punjab is due to the North Western Railway having purchased for Rx. 4,655 the Lunatic Asylum, Lahore, and to certain receipts under "Serai" being budgetted for under "XXXV.—Miscellaneous," but accounted for under "XXXII.—Civil Works." The increase in Burma is due to the recovery of a sum of Rx. 1,350 from the lessee of the Government saw mills at Mandalay, which were destroyed by fire, and to improved realisations under "Ferry receipts" and "Staging bungalows."

The increase of Rx. 5,562 in the actual realisations as compared with the Revised Estimate was contributed chiefly by Bengal (6,511), Burma (2,906), Punjab (3,099), while in Bombay there was a falling off (7,494). The increases in Burma and the Punjab, and the decrease in Bombay, are due to the causes which affected the comparison with the Budget Estimate. The



increase in Bengal is due to the increased profits from the Darjeeling-Himalayan Railway and to larger recoveries of rents of buildings and ferry tolls.

8. *Rents of buildings, Rs. 64,814.*—The receipts from this source compare as follows with the realizations in the four preceding years:—

YEARS.	By Public Works Officers.	By Officers of other Departments.	TOTAL.
	Rs.	Rs.	Rs.
1893-94 . . . . .	42,973	4,405	54,378
1894-95 . . . . .	42,092	4,898	53,990
1895-96 . . . . .	52,720	4,935	58,655
1896-97 . . . . .	53,087	4,420	57,507
1897-98 . . . . .	55,714	8,100	64,814

The net receipts on the capital cost of buildings set apart as residences, in the Buildings and Roads and Irrigation Branches excluding those allotted rent-free, is 1·77 per cent., as shown below, against 1·56 per cent. in the previous year:—

Provinces.		CAPITAL COST OF BUILDINGS FROM EXAMINER'S ACCOUNTS.			Rents realized.	Cost of Repairs.		Net return including repairs to rent-free buildings.	Percentage of net return on capital cost including rent-free buildings.	
		Year of the account.	Amount.			Rent-free buildings.	Other buildings.			
			Rent-free buildings.	Other buildings.						Total.
INDIA	Central India	...	Rs. 20,270	Rs. 20,270	Rs. 1,029	...	Rs. 612	Rs. 611	2·53	
	Rajputana	...	6,089	21,239	27,277	1,211	61	1,084	137	·60
	Coorg	...	2,922	7,154	10,076	85	48	48	85	·49
	Baluchistan	...	...	62,989	62,989	2,243	...	1,223	1,020	1·62
	TOTAL INDIA	...	5,981	111,651	120,612	4,960	107	2,867	1,898	1·51
Central Provinces	...	28,639	50,630	59,269	1,627	240	1,351	296	·93	
Burma	...	69,032	232,244	301,866	12,321	1,140	5,448	6,940	2·00	
Assam	...	12,549	24,312	37,660	1,380	646	2,475	—1,098	—4·50	
Bengal	...	416,078	121,894	537,467	8,298	8,797	7,801	—1,006	—·83	
North-Western Provinces and Oudh	...	22,747	75,716	103,463	2,121	375	1,657	1,594	2·03	
Punjab	...	75,210	152,171	232,381	5,978	2,871	2,623	2,155	2·03	
Madras	...	61,006	121,126	186,162	6,257	493	2,504	3,653	2·73	
North-Bombay	...	258,184	198,688	457,750	7,512	2,268	5,436	4,080	2·05	
TOTAL		...	966,370	1,086,468	2,051,838	49,203	18,442	29,957	19,246	1·77

Note.—The financial results of buildings borne on the returns of the Irrigation Branch have been, for convenience, included in the above statement. The figures for Irrigation Buildings are:—Capital cost Rs. 74,340, Rent realized Rs. 2,804, Repairs Rs. 2,340, Net return Rs. 480, and Percentage of net return 62.



4. *Ferry Receipts, Rx. 306,993.*—This is the principal source of revenue credited under the head "Civil Works;" the major portion of it, amounting to Rx. 300,288, was realized by Civil Officers.

The realizations under this head during the last four years are shown in the following table:—

YEARS.	By Public Works Officers.	By Civil Officers.	TOTAL.
	Rx.	Rx.	Rx.
1894-95 . . . . .	6,468	296,807	303,165
1895-96 . . . . .	7,133	309,214	316,347
1896-97 . . . . .	6,250	305,459	311,709
1897-98 . . . . .	6,705	300,288	306,993

The following Provinces contributed the largest amounts under this head:—

PROVINCES.	Amount.
	Rx.
Assam . . . . .	14,850
Bombay . . . . .	18,392
Punjab . . . . .	24,981
North-Western Provinces and Oudh . . . . .	54,912
Bengal . . . . .	70,509
Madras . . . . .	95,007
Barma . . . . .	16,134

The incidence of the revenue is—

	Rx.
Imperial . . . . .	105,111
Provincial . . . . .	201,882
Local . . . . .	306,993
TOTAL . . . . .	306,993

#### EXPENDITURE.

5. *The Expenditure* recorded in the accounts for 1897-98 under the head "45.—Civil Works", amounts to Rx. 4,482,024. Of this sum—

Rx. 3,152,494 were expended by Officers of the Public Works Department;  
 " 1,208,500 by Officers of other Departments;  
 " 4,360,994  
 " 121,030 in England, including exchange, but exclusive of Rx. 5,873, the value of stores supplied to India, included in the outlay upon the works concerned.

TOTAL. " 4,482,024

6. The following table compares the actuals of the year (exclusive of outlay from Excluded Local Funds, Contributions and Local Loans) with the Budget and Revised Estimates:—

Funds.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
Imperial . . . . .	472,100	482,300	428,523
Provincial . . . . .	2,291,600	2,216,000	2,257,019
Local . . . . .	1,785,300	1,605,200	1,561,010
TOTAL . . . . .	4,548,900	4,297,200	4,250,551



*Imperial outlay, Rs. 428,523.*

The actuals fell short of the Budget Estimate by Rs. 43,577, of which Rs. 19,280 occurred under India and Rs. 24,297 under England and Exchange. The decrease in India was due partly to a write-back of Rs. 10,847 from Imperial to Provincial on account of suspense balances appertaining to Civil Works in Upper Burma and partly to the requirements in Bengal, Madras and Bombay having been over-estimated. The decrease in England and Exchange was chiefly due to the non-receipt of English stores in connection with the Bangalore water-supply. In Assam the Budget Estimate was exceeded by Rs. 9,399 due partly (about Rs. 5,800) to the reconstruction and repairs of Imperial Buildings damaged by earthquake, and partly (about Rs. 3,600) to irregular expenditure towards the close of the year on the Niehugard-Manipur road.

Compared with the Revised Estimate, the actuals show a decrease of Rs. 53,777, chiefly due to an over-estimate by about (Rs. 26,800) of the expenditure chargeable to Civil Works on account of the Bangalore water-supply scheme, and to stores (to the value of about Rs. 9,300) paid for by the Secretary of State not having arrived till after 31st March 1898. The expenditure in Bengal and the Punjab was also over-estimated.

*Provincial outlay, Rs. 2,258,018.*

The actuals fell short of the Budget Estimate by Rs. 32,932, of which Departmental Officers contributed Rs. 24,330, and Civil Officers Rs. 8,652. There was a large excess in Assam (Rs. 87,936) due to additional funds being granted for repairs rendered necessary by the earthquake, but this was more than counterbalanced by the following savings, due generally to the restriction of expenditure:—

	Rs.
Burma . . . . .	16,381
Bengal . . . . .	13,829
North-Western Provinces and Oudh . . . . .	12,412
Punjab . . . . .	24,608
Bombay . . . . .	34,872

The excess outlay over the Revised Estimate was Rs. 39,018 which was the net result of an excess of Rs. 40,170 in the expenditure under Departmental Officers and a lapse of Rs. 1,152 of grant for expenditure under Civil Officers. The excess of Rs. 40,170 was mainly contributed by Assam (7,596), Bengal (14,171), Punjab (15,392) and Madras (10,936), partly counterbalanced by a saving in the North-Western Provinces and Oudh (13,812).

*Incorporated Local Fund outlay, Rs. 1,564,010.*

The decrease of Rs. 221,790 in the actuals as compared with the Budget Estimate was chiefly due to restriction of expenditure. Lapses from the Revised Estimate of Rs. 14,124 under Departmental Officers and of Rs. 17,766 under Civil Officers were due to an over-estimate of the requirements of the year.

7. The total expenditure of the year, including the outlay from Excluded Local Funds, Contributions and Local Loans, has been charged in the accounts under the following heads:—

	Rs.
New works . . . . .	1,622,707
Repairs . . . . .	1,848,496
Tools and plant . . . . .	52,409
Suspense . . . . .	—13,616
Miscellaneous (Contributions to Municipalities, etc.) . . . . .	57,321
Establishment . . . . .	893,678
<b>Add—</b>	<b>4,360,994 (a)</b>
<b>In England—</b>	
Payment . . . . .	Rs. 77,429
Exchange . . . . .	43,601
	<b>121,030</b>
<b>TOTAL</b>	<b>4,482,024</b>

(a) Includes £3,437 on account of English stores, plus Rs. 1,086 exchange thereon.



The services on which this sum was spent and the funds from which it was provided are shown below. The outlay from Excluded Local Funds, Contributions and Local Loans Rs. 231,478, represents money expended mainly on works requiring professional skill, carried out by the Public Works Department for local bodies and institutions:—

SERVICE AND DEPARTMENTAL HEADS.	Imperial.	Provincial.	Incorporated Local.	Excluded Local, Local Loans and Contributions.	TOTAL.
INDIA.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>PUBLIC WORKS OFFICERS.</b>					
<i>Civil Buildings—</i>					
New works . . . . .	93,995	535,148	14,917	36,149	660,209
Repairs . . . . .	55,848	231,354	14,459	4,550	307,904
<i>Communications—</i>					
New works . . . . .	21,866	195,513	110,766	5,105	333,250
Repairs . . . . .	31,016	447,726	216,686	5,729	804,158
<i>Miscellaneous Public Improvements—</i>					
New works . . . . .	58,329	32,027	26,663	122,013	238,993
Repairs . . . . .	984	21,514	13,902	51,996	68,546
<b>TOTAL WORKS AND REPAIRS</b>	<b>280,687</b>	<b>1,645,183</b>	<b>397,366</b>	<b>220,545</b>	<b>3,431,800</b>
Establishment . . . . .	55,276	558,346	76,696	13,672	701,189
Tools and plant . . . . .	3,016	23,661	5,754	790	48,131
Suspense . . . . .	—15,604	5,781	—459	—5,554	—13,616
<b>TOTAL PUBLIC WORKS OFFICERS</b>	<b>800,978</b>	<b>2,140,870</b>	<b>479,778</b>	<b>231,478</b>	<b>3,153,494</b>
<b>OFFICERS OF OTHER DEPARTMENTS.</b>					
<i>Civil Buildings—</i>					
New works . . . . .	1,700	5,193	43,101	...	51,066
Repairs . . . . .	1,406	5,040	41,414	...	48,860
<i>Communications—</i>					
New works . . . . .	1,160	1,818	137,532	...	140,510
Repairs . . . . .	896	12,633	555,869	...	569,497
<i>Miscellaneous Public Improvements—</i>					
New works . . . . .	84	23,794	51,672	...	65,750
Repairs . . . . .	162	3,845	41,824	...	50,831
<b>TOTAL WORKS AND REPAIRS</b>	<b>4,958</b>	<b>68,323</b>	<b>876,112</b>	<b>...</b>	<b>940,403</b>
Establishment . . . . .	2,144	15,904	174,441	...	192,489
Tools and plant . . . . .	6	933	8,349	...	9,288
Miscellaneous . . . . .	...	31,989	25,332	...	67,921
<b>TOTAL OFFICERS OF OTHER DEPARTMENTS</b>	<b>7,118</b>	<b>117,149</b>	<b>1,084,234</b>	<b>...</b>	<b>1,208,500</b>
<b>TOTAL</b>	<b>807,498</b>	<b>2,258,018</b>	<b>1,564,010</b>	<b>231,478</b>	<b>4,800,994</b>
<b>ENGLAND.</b>					
Royal Indian Civil Engineering College, Cooper's Hill				29,157	
Other charges in connection with the training of officers, absence and furlough allowances of Military and Civil Officers employed in the Public Works Department, etc., etc.				51,372	
Total ENGLAND at two shillings per rupee					77,429
Exchange					43,601
<b>GRAND TOTAL</b>					<b>4,482,024</b>

(a) Includes Rs. 42,417 on account of English stores, plus Rs. 1,996 exchange thereon.



8. The capital cost of Civil buildings on which expenditure under "Repairs" was incurred during the year was :—

India	Central India	Rx.
	Rajputana	74,106
	Coorg	188,815
	Baluchistan	75,293
	Port Blair	221,878
		43,816
TOTAL INDIA		553,408
Central Provinces		772,600
Burma		1,967,656
Assam		272,849
Bengal		4,148,346
North-Western Provinces and Oudh		4,731,093
Punjab		2,038,216
Madras		1,711,556
Bombay		4,632,755
GRAND TOTAL		20,828,479

9. *Outlay in England.*—The outlay in England, exclusive of the value of stores charged to works, compares as follows with the actuals of the previous four years :—

DETAILS.	1898-94.	1894-95.	1895-96.	1896-97.	1897-98.
	£	£	£	£	£
Salaries of President, Professors, etc., and other Charges of the Royal Indian Civil Engineering College, Cooper's Hill	30,330	26,944	26,489	25,995	26,167
Furlough pay and absentee allowances of Officers of the Public Works Department	48,729	47,091	52,749	55,512	46,360
Salaries, etc., of passed students detained in England	3,683	3,847	3,999	3,709	3,752
Passage to India of Officers on appointment	611	611	656	545	711
Salaries, etc., of Indian Officers of the Public Works Department undergoing training in England	354	87	165	42	449
Remuneration for professional services	379	...	...	...	...
	85,086	78,580	84,056	85,803	77,429
Exchange	55,294	66,377	83,865	56,579	43,801
TOTAL	140,380	143,957	147,921	142,382	121,080

10. The direct charge to the State under the head "Civil Works" on account of the Royal Indian Civil Engineering College at Cooper's Hill was :—

	Charge in sterling.	Income in sterling.	Net charge.
	£	£	£
In 1897-98	26,167	28,911	—2,754
" 1896-97	25,994	26,224	—230
" 1895-96	26,489	24,724	1,765
" 1894-95	26,944	25,342	1,602
" 1893-94	30,330	25,828	4,502
" 1892-93	28,184	27,704	480
" 1891-92	28,017	27,197	820
" 1890-91	24,905	24,878	27

There was a small increase in expenditure over the previous year; but the income was the largest that has been realized during the period of eight years for which figures are given above, and the net result was a credit of £2,754.



11. Omitting the outlay from Excluded Local Funds and Contributions, in regard to which the Public Works Department is merely the executive agency employed to carry out the work, the outlay in India on "Civil Works" during 1897-98 compares as follows with that incurred during the four preceding years :—

HEADS OF SERVICE.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
	Rx.	Rx.	Rx.	Rx.	Rx.
<b>PUBLIC WORKS OFFICERS.</b>					
Civil Buildings . . . . .	1,112,382	938,910	1,053,641	1,180,916	934,414
Communications . . . . .	1,352,855	1,191,165	1,202,652	1,168,359	1,123,572
Miscellaneous Public Improve- ments . . . . .	97,653	111,360	128,783	121,821	143,269
<b>Total, Works and Repairs</b> . . . . .	<b>2,562,890</b>	<b>2,241,341</b>	<b>2,385,076</b>	<b>2,471,096</b>	<b>2,201,255</b>
Establishment . . . . .	711,581	710,330	712,205	682,181	687,517
Tools and Plant . . . . .	41,427	33,179	38,008	43,680	42,331
Suspense (Stock, etc.) . . . . .	—17,937	—31,318	—94,077	19,726	—10,082
<b>TOTAL PUBLIC WORKS OFFICERS</b>	<b>3,277,961</b>	<b>2,953,832</b>	<b>3,101,209</b>	<b>3,166,613</b>	<b>2,921,021</b>
<b>OFFICERS OF OTHER DEPARTMENTS.</b>					
Civil Buildings . . . . .	104,912	99,167	122,196	125,065	103,913
Communications . . . . .	755,082	779,416	629,948	766,744	708,907
Miscellaneous Public Improve- ments . . . . .	131,277	132,080	193,804	197,159	186,582
<b>Total, Works and Repairs</b> . . . . .	<b>991,271</b>	<b>1,010,663</b>	<b>1,145,948</b>	<b>1,088,968</b>	<b>949,402</b>
Establishment . . . . .	170,599	186,741	174,839	182,377	192,489
Tools and Plant . . . . .	7,998	7,157	7,836	9,626	9,288
Miscellaneous . . . . .	42,074	22,782	29,769	36,552	57,821
<b>TOTAL OFFICERS OF OTHER DE- PARTMENTS</b> . . . . .	<b>1,311,939</b>	<b>1,347,842</b>	<b>1,358,442</b>	<b>1,317,503</b>	<b>1,208,500</b>
<b>GRAND TOTAL</b> . . . . .	<b>4,489,900</b>	<b>4,200,974</b>	<b>4,459,651</b>	<b>4,484,116</b>	<b>4,129,521</b>

(a) Includes £2,217 on account of English stores, plus exchange thereon.

(b) Includes £5,768

(c) Includes £2,437

12. The expenditure on Establishment bears the following ratio to the outlay on works and repairs by Public Works Officers :—

1893-94 . . . . .	27.96
1894-95 . . . . .	31.69
1895-96 . . . . .	29.86
1896-97 . . . . .	28.13
1897-98 . . . . .	31.23

There has been an increase in the percentage as compared with the previous year.



13. The Provinces, in which the percentages are highest, are given below:—

	Percentage on outlay on works and repairs.
Central India . . . . .	81.06
Madras . . . . .	47.59
Central Provinces . . . . .	42.92
Rajputana . . . . .	41.82
North-Western Provinces and Oudh . . . . .	40.22

The high rates in Central India and Rajputana are due to exceptional circumstances. A comparatively large establishment has to be maintained owing to the scattered nature of the works. Those in the Central Provinces and North-Western Provinces and Oudh are due to the increased charges on account of the allowances, etc., of officers transferred to the Province for duty on famine works. While in Madras the high percentage this year is due to the restriction of outlay on works and repairs which was necessary to admit of adequate provision being made for famine relief works.

The rate for work done under the control of the Director-General of Military Works is very low, being only 4.05 per cent., and is stated to be attributable to the non-adjustment of certain charges in connection with the expenditure on the Bangalore Water-supply. The adjustment due to end of 1898-99 will be carried out in the accounts for that year.

14. Of the total outlay under Public Works Officers—

		Against in	
		1896-97.	1895-96.
22 per cent. was expended on new Buildings . . . . .		27 per cent.	26 per cent.
11 " " " " Roads . . . . .		12 "	13 "
4 " " " " Works of Miscellaneous Public Improvement . . . . .		3 "	6 "
<hr/>		<hr/>	<hr/>
37 " Total on new Works . . . . .		42 "	45 "
<hr/>		<hr/>	<hr/>
10 " was spent on Repairs of Buildings . . . . .		9 "	8 "
27 " " " " Roads . . . . .		25 "	24 "
1 " " " " Works of Miscellaneous Public Improvement . . . . .		1 "	2 "
<hr/>		<hr/>	<hr/>
38 " Total on Repairs . . . . .		35 "	34 "
<hr/>		<hr/>	<hr/>
24 " of the total outlay was absorbed by Establishment . . . . .		21 "	21 "
1 " by Tools and Plant and Suspense . . . . .		2 "	...
<hr/>		<hr/>	<hr/>
25 " Total on Establishment, Tools and Plant and Suspense . . . . .		23 "	21 "
<hr/>		<hr/>	<hr/>
100 Total . . . . .		100	100

Similarly, of the total outlay under Officers of other Departments—

5 per cent. was expended on new Buildings . . . . .	5 per cent.	5 per cent.
11 " " " " Roads . . . . .	14 "	16 "
7 " " " " Works of Miscellaneous Public Improvement . . . . .	11 "	10 "
<hr/>	<hr/>	<hr/>
23 " Total on new Works . . . . .	30 "	31 "
<hr/>	<hr/>	<hr/>
4 " was expended on Repairs to Buildings . . . . .	4 "	4 "
47 " " " " Roads . . . . .	44 "	45 "
4 " " " " Works of Miscellaneous Public Improvement . . . . .	4 "	4 "
<hr/>	<hr/>	<hr/>
55 " Total on Repairs . . . . .	52 "	53 "
<hr/>	<hr/>	<hr/>
10 " of the total outlay was recorded under Establishment . . . . .	14 "	13 "
5 " under Miscellaneous . . . . .	3 "	2 "
1 " of the outlay on Tools and Plant . . . . .	1 "	1 "
<hr/>	<hr/>	<hr/>
29 " Total on Establishment, Miscellaneous, etc. . . . .	18 "	16 "
<hr/>	<hr/>	<hr/>
100 Total . . . . .	100	100



15. In Burma, Bengal, and the North-Western Provinces and Oudh large sums were spent on new buildings; but in all provinces the bulk of the expenditure was devoted to the construction and repairs of roads. From Imperial Funds, a sum of Rs. 56,658 (exclusive of Expenditure in England and Exchange) was expended on the Bangalore water-supply.

The principal figures are given in the table below :—

Provinces.	New Buildings.	New Roads.	Repairs to Roads.	Total expenditure under "45.—Civil Works."
	Rs.	Rs.	Rs.	Rs.
Burma . . . . .	155,144	93,725	137,685	461,117
Bengal . . . . .	173,121	71,184	270,808	634,501
North-Western Provinces and Oudh	82,752	41,468	175,479	372,170
Central Provinces . . . . .	19,327	38,324	46,327	118,111
Assam . . . . .	43,125	75,935	118,450	274,802
Punjab . . . . .	43,168	30,209	125,880	356,127
Madras . . . . .	73,633	59,753	230,895	499,811
Bombay . . . . .	71,533	45,434	177,080	394,008

16. A few of the principal works, on which outlay from Imperial Funds was incurred, and their localities are noted below :—

*In Military Works Department—*

Buildings—New Roman Catholic Church at Quetta.

Miscellaneous Public Improvements—Bangalore Water-supply Project.

*In Port Blair and Nicobars—*

Buildings—Cellular Jail at Aberdeen.

*In Baluchistan—*

Buildings—New Residency, Quetta.

Roads—Converting Kuch-Ziarat road into a tonga road.

*In Assam—*

Roads—Nichuguard-Manipur road.

*In Bengal—*

Buildings—New office for Comptroller of Post Offices, Calcutta.

*In Punjab—*

Buildings—Public Works Department New Secretariat Offices at Simla.



17. The outlay from Provincial Funds by Officers of the Public Works Department was expended in the following proportions:—

			Against in	
			1896-97.	1895-96.
25	per cent.	on new Buildings	30 per cent.	29 per cent
9	"	" Roads	7 "	7 "
1	"	" Works of Miscellaneous Public Improvement	2 "	3 "
36	"	Total on new Works	39 "	39 "
11	"	on Repairs to Buildings	10 "	10 "
25	"	" " to Roads	24 "	24 "
1	"	" " to Works of Miscellaneous Public Improvement.	1 "	1 "
37	"	Total on Repairs.	35 "	35 "
26	"	of the total outlay has gone in payments to Establishment	24 "	26 "
2	"	on Tools and Plant and Suspense	2 "	...
28	"	Total on Establishment and Tools and Plant, etc.	26 "	26 per cent.
100		Total.	100	100

18. Burma, Bengal, the North-Western Provinces and Oudh, Madras, and Bombay show considerably larger outlay on new buildings than on new roads. On the other hand, in the Central Provinces, Burma, Assam, Bengal, the North-Western Provinces and Oudh, Punjab, and Bombay, the bulk of the expenditure was incurred on the maintenance of roads; there being, in comparison, but a trifling sum devoted to new roads, in all the provinces, except the Central Provinces, Burma, and Assam. The outlay by officers of other Departments was comparatively small, and it was chiefly incurred on works of Miscellaneous Public Improvement.

19. The principal works under construction on which outlay was incurred were:—

*In Central Provinces—*

Buildings—Special repairs, additions and alterations to Police lines, Nagpur.  
Roads—Betul-Chhindwara road, 2nd, 3rd, and 4th sections.  
Dindori-Birsinghpur road, 1st section, from Dindori to Shahapura.

*In Burma—*

Buildings—Extension of Toungoo Jail.  
Extension of Jail at Bassein.  
Constructing main west entrance, Jail, Bassein.  
Conversion of Paungde Reformatory into a District Jail.  
Military Post at Sadon.  
Barracks and lines for Military Police at Myitkyina.  
District Court-house at Thaton.  
Constructing quarters for Government clerks at Rangoon.  
Roads—Cart-road over Bhamo-Manoi section of Bhamo-Namkhan road.  
Indin-Falam road.  
Roads and drains for Maymyo station.  
Raising and bridging 19 miles of road from Kyaukse to Samon via Kunes.  
Ruby Mines road from Thabeitkyin to Mogok.  
Road from Tavoy to a point on river bank opposite Yebyu.  
Metalling portions of the Myingyan-Port Steadman road.  
Taungyi-Kungtung road, 1st section.



*In Assam—*

Buildings—Reconstructing Sylhet Jail.

Roads—Cart-road from Maulvi Bazar to Manmukh.

Aijal-Lungleh road.

Bridges on Companyganj-Salutikar road.

Bridging Northern Trunk road between Gohpur and Kolabari.

Reconstructing bridges on Gauhati-Shillong cart-road.

Rebuilding 14 major bridges in the Assam Trunk road west of Gauhati.

*In Bengal—*

Buildings—Installation of the electric light at Belyedere and Jail, Alipore.

Out-patient building, Medical College Hospital, Calcutta.

Acquiring a plot of land on the east side of the Presidency General Hospital, Dhahanda.

New Chemical block, Medical College, Calcutta.

Additions and alterations to Soldiers' barrack, Chinsura.

Extension of out-patient department in Campbell Hospital, Sealdah.

Female Ward in Campbell Hospital, Sealdah.

Central ganja godown, Nowgong.

Public office, Darjeeling.

School building for 200 boys, Kurseong.

Reconstructing new Kutcherry building, Darjeeling.

Double-storied barrack, Bhagalpur.

Salt godowns, Chittagong.

*In North-Western Provinces and Oudh—*

Buildings—New Government House, Naini Tal.

Main building of new Diocesan Boys' School, Naini Tal.

*In Punjab—*

Roads—Improving and metalling the feeder road from Ajala to Amritsar.

Miscellaneous Public Improvements—Extending Protection Works, Dera Ghazi Khan, for 1897-98.

*In Madras—*

Buildings—Additions and improvements to Collector's office, Cuddalore.

Public offices, Tanjore.

New Law College, Madras.

Roads—Boyarani-Kallikota roads.

Improvements to Chendalo-Mysore road.

Miscellaneous Public Improvements—Improvements to Ootacamund Lake.

*In Bombay—*

Buildings—Narotamdas Madhavdas Lunatic Asylum, Navapada.

Roads—British portion of Neri-Ajanta road.

20. The money from Incorporated Local Funds, assigned for outlay by Officers of the Public Works Department, was expended in the following proportions:—

		Against	
		1896-97.	1895-96.
8 per cent. on new Buildings . . . . .	5 per cent.		6 per cent.
28 " " Roads . . . . .	28 " "		29 " "
6 " " Miscellaneous Public Improvements . . . . .	6 " "		6 " "
32 " Total on new Works . . . . .	39 " "		40 " "
3 " on Repairs to Buildings . . . . .	3 " "		3 " "
48 " " " Roads . . . . .	40 " "		39 " "
3 " " " Miscellaneous Public Improvements . . . . .	2 " "		2 " "
51 " Total on Repairs . . . . .	45 " "		44 " "
16 " on Establishment . . . . .	15 " "		15 " "
1 " " Tools and Plant and Suspense . . . . .	1 " "		1 " "
17 " Total on Establishment and Tools and Plant . . . . .	16 " "		16 " "
100 Total . . . . .	100		100



21. The principal works in progress under the Public Works Department were:—

*In Burma—*

Roads—Constructing a bridge over the Akyamohang at Akyaw.

*In Assam—*

Roads—Sonamganj-Pagla road.  
Nalwanpur-Jaintiapur road.  
Bridge over Desai at Moriani.

*In North-Western Provinces and Oudh—*

Roads—Converting Mau-Punch road into a 1st class road.

*In Bombay—*

Roads—Kudchi-Terdal road, 2nd and British portion.  
Athni-Kagwad road.  
Miryabar-Shindgi *via* the Amba Ghat section from Bijapur to Shiwanji, 1st and 2nd sections.  
Indi-Shindgi road, 1st section.  
Palla-Badami road, improving portion.  
Gajendragad-Naregal road.  
Nargund-Mallapur road.  
Roni-Gajendragad road.

*In Punjab—*

Roads—Improving the Jhajjar-Bahadurgarh road.

22. The names of the works carried out by Officers of other Departments cannot be given, as accounts are not received in sufficient detail.

23. The principal works on which outlay was incurred from Excluded Local Funds, Contributions and Local Loans during 1897-98 are given below; in some cases a portion of the expenditure is also recorded under Provincial:—

*In Military Works Department—*

Buildings—Sandeman Memorial Hall at Quetta.

*In Central Provinces—*

Miscellaneous Public Improvements—Water-works, Bhandara.  
" Khandwa.  
" Wardha.

*In Punjab—*

Miscellaneous Public Improvements—Drainage work, Delhi.  
Extending River Protective Works, Dehra Ghazi Khan.

*In Madras—*

Miscellaneous Public Improvements—Light house at False Point, Diva.  
" Monapad.

24. 33.—*Famine Relief Works.*—The actual outlay by Funds (exclusive of outlay from Excluded Local Funds) is compared with the Budget and Revised Estimates in the following table:—

	Imperial.	Provincial.	Incorporated Local.	TOTAL.
	Rs.	Rs.	Rs.	Rs.
Budget Estimate . . . . .	1,945,100	164,100	41,000	2,150,200
Revised Estimate . . . . .	3,240,000	158,300	11,500	3,409,800
Actuals . . . . .	3,210,789	158,518	2,760	3,352,367

The increase over the Budget Estimate was due to the fact that no accurate forecast of expenditure on Relief Works could be prepared owing to



uncertainty regarding the extent to which, and the time over which, relief operations would be necessary. The decrease compared with the Revised Estimate was due principally to the transfer at the close of the year of the normal expenditure on revenue-producing works to ordinary heads under Public Works Department Code, Volume I, Chapter IX, paragraph 104 (III and IV).

The detailed account of expenditure by provinces and departmental heads will be found in the abstracts and detailed accounts appended to the review. In the Central Provinces, North-Western Provinces and Oudh, Madras and Bombay the expenditure has been heavy. The greater portion or nearly two-thirds of the whole outlay was incurred on roads. The expenditure on the works recorded under this head would not have been incurred in ordinary years.

25. The outlay from Excluded Local Funds, on Famine Relief works, Punjab, amounted to Rx. 3,923.

26. 50.—*Miscellaneous Public Improvements*.—An expenditure of Rx. 4,105 was incurred during the year on account of constructing a jetty and a shed at Chittagong, against the provision of Rx. 8,400 in the Revised Estimate for the year. The work, which is estimated to cost Rx. 48,800, is being carried out by the Assam-Bengal Railway Company, and the expenditure transferred to the Public Works Department, Bengal, for final adjustment.

27. The suspense balances and objectionable expenditure outstanding at the close of 1897-98 have been reviewed separately.

CALCUTTA;

The 13th March 1899.

A. R. BECHER,

Accountant General, P. W. Dept.

*Documents accompanying.*

Abstract and detailed accounts of Revenue and Expenditure recorded under the head Civil Works during 1897-98. Pages I to XVII.

Abstract and detailed accounts of the Expenditure on Famine Relief Works in India during 1897-98. Pages XVIII and XIX.

Appendix—Detailed account of Expenditure of the Public Works Department from Excluded Local Funds during 1897-98. Pages XXI and XXII.

Appendix—Detailed account of Expenditure from Contributions and Local Loans carried out through the agency of the Public Works Department during 1897-98. Pages XXIII and XXIV.

Appendices Nos. 62 B to 62 An. Classified Abstracts of Expenditure on Civil Works and Repairs during 1897-98 by Funds and Service Heads. Pages XXV to XLI.

No. 0106 G., dated 13th March 1899.

Submitted to the Government of India, Public Works Department.



Accompaniment to Accountant General, P. W. D., No. 0105 G., dated 13th March 1899.

**ABSTRACT** by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure recorded under the head **CIVIL WORKS** during 1897-98, compared with the Budget and Revised Estimates of the year and the Actuals of the year 1896-97.

Revenue.				Funds, Departmental Heads, and Agency.	For Details, see page	Expenditure.			
Actuals, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1896-97.
Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.
				<b>IMPERIAL.</b>					
				<b>ORIGINAL WORKS—</b>					
				Departmental . . . .		172,090	215,600	156,700	347,896
				Civil . . . . .		3,004	3,000	2,400	2,593
						175,094	218,600	161,100	350,489
				<b>REPAIRS—</b>					
				Departmental . . . .		57,557	90,900	91,000	171,714
				Civil . . . . .		1,064	1,900	1,500	1,777
						58,621	92,800	92,500	173,491
				<b>ESTABLISHMENT—</b>					
				Departmental . . . .		52,276	65,500	56,000	128,805
				Civil . . . . .		2,144	2,100	1,300	424
						54,420	67,600	57,300	129,229
				<b>TOOLS AND PLANT—</b>					
				Departmental . . . .		3,015	3,300	3,300	8,480
				Civil . . . . .		6	...	...	407
						3,022	3,300	3,300	8,887
				<b>STORMWATER—</b>					
				Departmental . . . .		—15,604	—10,800	...	4,855
				<b>MISCELLANEOUS—</b>					
				Civil . . . . .		...	200	1,000	117
				<b>RESERVE—</b>					
				Departmental . . . .		...	600	9,400	...
				<b>Deduct—</b>					
				Outlay in England—					
				At 2 shillings per rupee . .		3,437	3,900	1,200	5,748
				Exchange . . . . .		1,930	2,200	1,200	3,811
						5,367	6,100	2,400	9,559
15,988	9,400	10,500	10,440	Net receipts and outlay in India . .		302,120	337,200	321,400	657,031
15,928	9,300	9,900	9,877	} Carried forward {	v A ix	366,008	350,000	316,200	682,011
60	100	600	568			7,118	7,200	6,200	6,280

"Departmental" implies that the transactions have been controlled by officers of the Public Works Department; "Civil" means that the Agency has been outside the Public Works Department, generally officers of the Revenue, Police or Judicial Service.



ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenues and Expenditure, etc.--continued.

REVENUE.				Funds, Departmental Funds, and Agency.	For details, see page	EXPENDITURE.			
Actuals, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1898-99.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
15,928	9,300	9,900	9,877	Brought forward { Departmental	...	285,002	350,000	315,200	632,011
60	100	800	563	{ Civil	...	7,118	7,300	6,200	6,090
				Add—					
				Receipts and outlay in England—					
20,224	27,600	24,400	28,911	At 2 shillings per rupee	} ix {	90,866	80,200	90,800	91,371
17,332	18,200	15,900	16,280	Exchange on above		45,537	44,900	59,000	60,251
				Total—					
50,477	55,100	54,200	55,088	Departmental	...	421,408	475,100	465,900	503,703
60	100	800	563	Civil	...	7,118	7,200	6,200	6,090
50,537	55,200	54,800	55,651	TOTAL IMPERIAL	...	428,526	482,300	472,100	509,793
				PROVINCIAL.					
				ORIGINAL WORKS—					
				Departmental	} x {	742,688	731,000	735,300	733,918
				Civil		40,804	38,100	52,200	111,780
						783,492	769,100	887,500	845,708
				REPAIRS—					
				Departmental	} xi {	800,494	790,200	759,200	671,324
				Civil		27,518	29,800	30,500	59,617
						828,012	816,000	789,700	730,941
				ESTABLISHMENT—					
				Departmental	} xii {	558,346	541,000	572,700	460,604
				Civil		15,904	16,700	11,400	11,956
						574,250	557,700	584,100	472,560
				TOOLS AND PLANT—					
				Departmental	} xiii {	33,561	21,400	35,100	39,956
				Civil		923	200	200	218
						34,484	21,600	35,300	40,174
				STATIONERY—					
				Departmental	} xiv {	6,781	10,500	11,000	14,018
				MISCELLANEOUS—					
				Civil	} xv {	31,989	28,500	32,400	3,908
				Total—					
163,832	169,500	156,000	163,088	Departmental	} xvi {	2,140,870	2,100,700	2,104,200	1,959,387
116,536	121,400	122,600	124,579	Civil		117,148	119,200	125,500	172,304
279,868	290,900	277,600	278,667	TOTAL PROVINCIAL		2,258,018	2,219,900	2,229,700	2,131,691



## ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure, etc.—continued.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page	EXPENDITURE.				
Actuals, 1907-08.	Budget Estimate, 1907-08.	Revised Estimate, 1907-08.	Actuals, 1907-08.			Actuals, 1907-08.	Budget Estimate, 1907-08.	Actuals, 1908-07.		
Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.	
				INCORPORATED LOCAL.						
				ORIGINAL WORKS—						
				Departmental . . . .	xii	162,846	167,200	161,000	207,881	
				Civil . . . . .		237,505	268,700	359,300	297,427	
						389,851	435,900	520,300	505,308	
				REPAIRS—						
				Departmental . . . .	xii	245,040	248,200	252,500	248,588	
				Civil . . . . .		628,607	619,700	719,100	680,428	
						983,647	867,900	972,000	929,016	
				ESTABLISHMENT—						
				Departmental . . . .	xii	70,896	70,000	80,000	88,668	
				Civil . . . . .		174,441	178,300	172,300	169,987	
						251,336	247,300	252,300	258,655	
				TOOLS AND PLANT—						
				Departmental . . . .	xii	5,754	3,800	5,200	5,260	
				Civil . . . . .		8,949	9,200	8,500	9,003	
						14,703	13,000	13,700	14,263	
				SUPPLIES—						
				Departmental . . . .	xii	—259	...	...	259	
				MISCELLANEOUS—						
				Civil . . . . .		25,332	24,100	25,800	26,800	
				TOTAL—						
2,548	2,600	2,600	2,282	Departmental . . . .	vii & xii	479,776	493,900	502,800	545,836	
92,972	290,900	275,300	278,787	Civil . . . . .		1,084,234	1,102,000	1,383,000	1,139,389	
				TOTAL INCORPORATED LOCAL						
95,521	293,500	277,900	281,069		...	1,564,010	1,595,900	1,785,800	1,685,225	
				* EXCLUDED LOCAL						
				ORIGINAL WORKS . . . .						
				REPAIRS . . . . .	xv	80,286	59,000	116,000	89,688	
				ESTABLISHMENT . . . .		28,870	4,200	35,400	44,391	
				TOOLS AND PLANT . . . .		10,016	4,300	18,200	8,840	
				SUPPLIES . . . . .		551	400	1,000	615	
						—3,534	...	...	3,534	
				TOTAL EXCLUDED LOCAL						
						121,189	67,900	169,600	147,121	

\* Departmental.



**ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure, etc.—concluded.**

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page	EXPENDITURE.			
Actuals, 1898-99.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Actuals, 1897-98.			Actuals, 1897-98.	Revised Estimate, 1897-98.	Budget Estimate, 1897-98.	Actuals, 1898-99.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
				<b>* CONTRIBUTIONS.</b>					
				ORIGINAL WORKS . . . . .	xvii	71,804	86,500	10,200	40,000
				REPAIRS . . . . .		13,405	15,000	3,100	15,000
				ESTABLISHMENT . . . . .		2,700	2,000	1,300	2,000
				TOOLS AND PLANT . . . . .		289	300	100	100
				SUPPLIES . . . . .		...	...	...	...
				<b>TOTAL CONTRIBUTIONS</b>		88,148	84,400	14,800	68,100
				<b>* LOCAL LOANS.</b>					
				ORIGINAL WORKS . . . . .	xvii	21,230	12,100	...	30,000
				REPAIRS . . . . .		...	...	...	...
				ESTABLISHMENT . . . . .		986	...	...	...
				TOOLS AND PLANT . . . . .		...	...	...	...
				<b>TOTAL</b>		22,186	12,100	...	30,000
				<b>ABSTRACT OF FOREGOING.</b>					
				<b>DEPARTMENTAL—</b>					
59,477	55,100	54,200	55,068	Imperial . . . . .	...	431,403	473,100	465,900	503,700
163,382	169,500	155,000	153,982	Provincial . . . . .	...	2,140,570	2,100,700	2,164,200	1,959,300
2,549	2,600	2,000	2,323	Incorporated Local . . . . .	...	479,776	492,900	502,800	545,400
...	...	...	...	Excluded Local . . . . .	...	121,129	67,900	169,600	147,100
...	...	...	...	Contributions . . . . .	...	88,148	84,400	14,800	65,200
...	...	...	...	Local Loans . . . . .	...	22,186	12,100	...	30,000
225,368	217,200	211,200	211,338	<b>TOTAL DEPARTMENTAL</b>	...	3,273,624	3,234,100	3,317,300	3,651,300
				<b>CIVIL—</b>					
60	100	600	589	Imperial . . . . .	...	7,118	7,200	6,200	5,000
116,556	121,400	122,600	124,576	Provincial . . . . .	...	117,142	116,800	129,500	173,000
392,972	290,900	275,300	276,767	Incorporated Local . . . . .	...	1,084,233	1,102,000	1,389,000	1,132,000
409,585	412,400	398,500	403,929	<b>TOTAL CIVIL</b>	...	1,208,500	1,227,500	2,416,000	1,317,000
631,946	629,600	609,700	615,362	<b>GRAND TOTAL</b>	...	4,482,024	4,461,600	4,733,300	4,968,300

\* Departmental.

CALCUTTA ;  
Dated 13th March 1899.

A. R. BECHER,  
Accountant General, P. W. Dept.



## DETAILED ACCOUNT OF REVENUE DURING 1887-98.

	Sag- mad.	INDIA.							Assam.	Burm.	Coorg.	North- Western Provinces.	Panjab.	Total.
		Director General of Military Works.	Raj- putana.	Central India.	Coorg.	Hyder- abad.	Bala- chandra.	TOTAL.						
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>IMPERIAL.</b>														
<b>DEPARTMENTAL.</b>														
Rents of buildings . . .	...	119	1,319	1,023	94	3	2,413	4,971	...	...	...	...	4,510	9,451
Sales of barrack furniture . . .	...	1	...	...	...	...	...	1	...	...	...	...	...	1
" tools and plant . . .	...	...	4	12	14	43	...	73	...	...	...	...	...	73
" produce . . .	...	20	83	4	...	...	...	107	...	...	...	...	...	107
" old materials . . .	...	10	2	...	1	...	...	13	...	...	...	...	...	13
Fines, refunds, and mis- cellaneous . . .	...	152	10	13	28	...	1	202	...	...	...	...	...	202
	...	302	1,418	1,052	135	46	2,414	5,367	...	...	...	...	4,510	9,877
Add—														
England . . .	2	28,911	...	...	...	...	...	...	...	...	...	...	...	28,911
Exchange . . .	Rs.	16,280	...	...	...	...	...	...	...	...	...	...	...	16,280
<b>TOTAL</b> . . .		45,191	302	1,418	1,052	135	46	2,414	5,367	...	...	...	4,510	55,088
<b>Officers of other Depart- ments.</b>														
Fines, refunds, and miscel- laneous . . .	...	...	...	267	...	91	205	563	...	...	...	...	...	563
<b>TOTAL</b> . . .		...	...	267	...	91	205	563	...	...	...	...	...	563
<b>TOTAL IMPERIAL</b> . . .		45,191	302	1,418	1,319	135	137	2,619	5,930	...	...	...	4,510	55,431
Carried forward . . .		45,191	302	1,418	1,319	135	137	2,619	5,930	...	...	...	4,510	55,431



## DETAILED ACCOUNT OF REVENUE

	INDIA.						
	England.	Director General of Military Works.	Rajputana.	Central India.	Coorg.	Hyderabad.	Saluties' tan.
Brought forward	Rx. 46,191	Rx. 309	Rx. 1,418	Rx. 1,819	Rx. 135	Rx. 187	Rx. 2,619
<b>PROVINCIAL.</b>							
<b>DEPARTMENTAL.</b>							
Rents of buildings	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...
" tools and plant	...	...	...	...	...	...	...
" produce	...	...	...	...	...	...	...
" old materials	...	...	...	...	...	...	...
Value of materials received from old buildings	...	...	...	...	...	...	...
Rents from Strand bank, Maidan, etc.	...	...	...	...	...	...	...
Receipts from self-supporting Workshops	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...
Collections under Highway Act	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
Recoveries and advances made in England	...	...	...	...	...	...	...
Arboriculture	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	...	...	...	...	...
<b>OFFICERS OF OTHER DEPARTMENTS.</b>							
Rents of buildings	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...
" produce	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...
Ferry receipts	...	...	...	...	...	...	...
Fees on masonry grants	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	...	...	...	...	...
<b>TOTAL PROVINCIAL</b>	...	...	...	...	...	...	...
<b>INCORPORATED LOCAL.</b>							
<b>DEPARTMENTAL.</b>							
Rents of buildings	...	...	...	...	...	...	...
Sales of buildings	...	...	...	...	...	...	...
" tools and plant	...	...	...	...	...	...	...
" produce	...	...	...	...	...	...	...
" old materials	...	...	...	...	...	...	...
Unclaimed deposits	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
Arboriculture	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	...	...	...	...	...
<b>OFFICERS OF OTHER DEPARTMENTS.</b>							
Rents of buildings	...	...	120	...	75	...	193
Sales of buildings	...	...	...	...	...	...	...
" old materials	...	...	...	...	...	...	...
Tolls on roads	...	...	...	...	...	...	...
Canal and ferry receipts	...	...	...	...	2,888	...	2,888
Arboriculture	...	...	...	...	...	...	...
Tolls on steamers	...	...	...	...	...	...	...
Contributions	...	...	...	...	...	...	...
Fines, refunds, and miscellaneous	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	120	...	2,411	...	2,531
<b>TOTAL LOCAL</b>	...	...	120	...	2,411	...	2,531
<b>GRAND TOTAL</b>	46,191	309	1,541	1,819	2,546	187	2,619



DURING 1897-98—concluded.

Central Provinces.	Bombay.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
...	...	...	...	...	4,610	...	...	55,681
2,015	18,971	1,861	7,178	4,052	1,895	7,028	9,261	43,837
...	2,512	5	288	275	4,649	400	...	8,227
18	471	98	212	50	449	8,394	566	5,268
115	57	15	267	1,551	2,625	180	1,768	5,978
2	47	148	264	128	275	1,153	1,996	5,101
...	115	810	68	5	95	99	10	1,202
...	...	...	4,409	...	...	...	...	4,408
...	...	...	...	1,674	...	242	...	4,016
...	51	...	...	...	...	...	44,647	44,898
2,108	...	1,898	...	2,703	...	...	...	6,705
86	18	1	5	80	...	—1	6	144
...	...	...	...	...	...	...	967	967
67	1,614	189	7,469	867	1,053	6,153	4,483	21,818
5	...	...	...	...	...	...	...	5
...	...	...	...	508	...	...	...	508
4,408	18,856	4,820	20,158	13,833	10,891	18,836	62,183	163,983
765	115	789	...	...	1,553	...	...	3,224
...	...	...	...	...	4,578	...	...	4,876
2	...	...	...	1,955	...	...	...	1,960
68	...	...	5	...	3,185	...	...	3,204
7	...	3,186	24,684	52,302	18,320	...	...	96,406
120	145	...	308	522	280	261	185	1,691
232	18	...	1,091	190	4,174	29	459	6,308
1,809	276	2,946	22,078	54,878	37,318	390	644	124,579
5,617	19,182	8,305	46,284	68,512	48,209	18,226	62,827	278,553
...	...	75	...	301	...	...	...	376
...	...	...	...	6	...	...	...	6
...	...	2	...	49	...	...	...	51
16	...	1	...	18	...	805	...	684
...	...	43	...	12	259	...	...	214
...	...	5	...	1	...	...	...	6
3	...	40	...	47	43	14	...	147
...	...	...	...	689	...	...	...	689
18	...	180	...	1,117	302	679	...	3,298
5	648	11	1,734	...	1,771	...	601	4,965
13	...	...	637	...	190	918	144	1,091
18	...	...	37	...	...	423	...	478
...	...	...	...	...	...	...	27,471	29,802
5,105	16,184	9,768	45,825	...	16,661	96,007	13,392	201,832
103	...	...	...	4,491	8,506	...	1,640	14,745
...	...	...	...	787	...	...	...	767
155	140	...	5,457	...	...	2,715	5,591	14,048
417	852	4	997	2,268	2,417	3,167	443	11,101
5,818	17,174	9,783	54,577	8,816	29,577	101,580	49,278	278,787
8,824	17,174	9,949	54,577	9,533	29,879	103,300	49,278	281,069
11,453	26,306	15,754	100,811	78,145	82,698	121,435	112,105	615,269



## DETAILED ACCOUNT OF EXPENDITURE

	England,	INDIA.							
		Director-General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Petroleum Storage at Ludhiana and Kundra.	Hyderabad.	Post Office.
IMPERIAL.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
DEPARTMENTAL.									
<i>Civil Buildings—</i>									
New works	...	7,070	2,181	962	1,008	...	...	419	8,874
Repairs	...	5,016	2,701	1,435	737	...	...	824	1,130
<i>Communications—</i>									
New works	...	...	1,848	1,265	2,897	...	...	...	...
Repairs	...	276	3,953	12,089	6,856	...	...	...	...
<i>Miscellaneous Public Improvements—</i>									
New works	...	50,858	...	...	724	...	-872	...	...
Repairs	...	...	...	...	111	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>									
Establishment	...	2,824	4,892	9,958	2,651	...	50	237	561
Tools and plant	...	184	226	430	257	...	...	10	...
Suspense	...	-4,227	...	-259	-360	...	...	96	224
<b>TOTAL</b>									
	...	68,801	15,784	26,404	16,048	...	-822	1,382	5,502
<i>Excess—Outlay in England</i>									
	£	...	...	...	...	...	...	...	1,419
<i>Exchange</i>	Rs.	...	...	...	...	...	...	...	799
<b>NET INDIA</b>									
	...	68,801	15,784	26,404	16,048	...	-822	1,382	3,684
<i>Add—</i>									
England	£	80,860	...	...	...	...	...	...	...
Exchange	Rs.	45,537	...	...	...	...	...	...	...
<b>TOTAL</b>									
	126,403	68,801	15,784	26,404	16,048	...	-822	1,382	3,684
<b>CIVIL.</b>									
<i>Civil Buildings—</i>									
New works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	502	...	...	...
<i>Communications—</i>									
New works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<i>Miscellaneous Public Improvements—</i>									
New works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>									
Establishment	...	...	...	266	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...
<b>TOTAL CIVIL</b>									
	...	...	...	266	...	502	...	...	...
<b>TOTAL IMPERIAL</b>									
	126,403	68,801	15,784	26,672	16,048	502	-822	1,382	3,684
<b>Carried forward</b>									
	126,403	68,801	15,784	26,672	16,048	502	-822	1,382	3,684



DURING 1897-98.

Districts.	Total India.	Central Provinces.	Burma.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
3,195 3,545	19,201 15,197	884 853	...	3,814 2,338	84,034 15,443	5,810 4,938	21,408 10,071	2,853 1,251	3,808 6,002	92,893 55,649
2,370 5,890	9,481 29,088	...	...	10,075 ...	...	...	2,445 1,811	-145 ...	10 116	21,866 31,016
294 279	57,004 890	407 ...	...	...	...	...	616 111	...	102 488	58,229 984
10,000	180,364	1,144	...	15,227	52,067	10,743	36,562	5,059	10,521	280,687
3,938 226 ...	27,406 1,348 -1,572	170 11 ...	...	8,495 227 ...	11,130 715 68	2,300 154 ...	5,608 882 -258	802 59 ...	2,155 140 ...	52,276 3,016 -13,501
20,237	153,546	1,825	-10,842	18,899	62,980	13,257	42,834	4,920	12,516	200,376
...	1,419 799	...	8 8	26 14	978 581	...	396 661	...	15 9	3,487 1,086
20,237	151,898	1,825	-10,847	18,899	62,451	13,257	40,777	4,920	12,592	295,002
...	...	...	...	...	...	...	...	...	...	80,826 45,537
20,237	151,398	1,825	-10,847	18,899	62,451	13,257	40,777	4,920	12,592	431,405
1,760 904	1,760 1,400	...	...	...	...	...	...	...	...	1,760 1,406
1,160 390	1,160 890	...	...	...	...	...	...	...	...	1,160 890
84 162	84 102	...	...	...	...	...	...	...	...	84 162
4,008 1,876 6	4,008 2,144 6	...	...	...	...	...	...	...	...	4,008 2,144 6
6,349	7,118	...	...	...	...	...	...	...	...	7,118
26,585	158,418	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,592	428,623
26,585	158,418	1,325	-10,847	18,899	62,451	13,257	40,777	4,920	12,592	428,623



## DETAILED ACCOUNT OF EXPENDITURE

	INDIA.								
	England.	Director General of Military Works.	Rajpootana.	Central India.	Coorg.	Mysore.	Petroleum Boring at Bokhar and Kundra.	Hyderabad.	Port Blair.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	126,403	68,601	16,784	26,672	16,048	502	-822	1,302	3,684
<b>PROVINCIAL.</b>									
<b>Civil Works.</b>									
<i>Departmental.</i>									
<b>Civil Buildings—</b>									
New Works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>Communications—</b>									
New Works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>Miscellaneous Public Improvements—</b>									
New Works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>	...	...	...	...	...	...	...	...	...
Establishment	...	...	...	...	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...
Suspense	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	...	...	...	...	...	...	...
<i>Civil.</i>									
<b>Civil Buildings—</b>									
New Works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>Communications—</b>									
New Works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>Miscellaneous Public Improvements—</b>									
New Works	...	...	...	...	...	...	...	...	...
Repairs	...	...	...	...	...	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>	...	...	...	...	...	...	...	...	...
Establishment	...	...	...	...	...	...	...	...	...
Tools and Plant	...	...	...	...	...	...	...	...	...
Miscellaneous	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	...	...	...	...	...	...	...	...	...
<b>TOTAL PROVINCIAL</b>	...	...	...	...	...	...	...	...	...
Carried forward	126,403	68,601	16,784	26,672	16,048	502	-822	1,302	3,684



DURING 1897-98—continued.

Beluchistan.	Total India.	Central Provinces.	Madras.	Bombay.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
26,586	189,448	1,826	-10,847	18,699	62,481	13,257	40,777	4,920	12,892	428,523
...	...	18,619	161,312	39,969	106,194	71,922	22,141	54,355	60,746	526,148
...	...	9,028	22,739	16,993	67,233	29,919	22,612	19,966	59,735	281,264
...	...	34,900	64,628	42,037	7,630	10,485	15,324	13,366	7,163	195,613
...	...	85,354	115,495	82,780	62,436	77,098	93,920	8,914	72,279	547,726
...	...	3,137	4,562	1,841	1,726	6,496	-2,389	5,744	799	22,027
...	...	...	2,166	1,296	5,801	588	5,212	1,856	3,628	21,514
...	...	101,038	377,913	184,935	241,060	186,418	156,280	104,183	181,410	1,543,182
...	...	47,266	112,828	41,442	71,076	64,637	68,103	51,691	83,805	568,346
...	...	549	5,112	3,117	2,429	-2,139	4,390	17,580	2,515	33,551
...	...	-383	11,269	6,742	-2,893	-11,324	-1,330	4,482	-802	5,761
...	...	149,500	506,619	286,238	311,671	267,588	226,392	177,936	266,938	2,140,970
...	...	...	...	...	186	419	...	4,607	...	5,192
...	...	...	...	...	281	4,447	...	1,312	...	6,040
...	...	...	...	319	1,197	167	...	215	...	1,816
...	...	...	...	795	4,615	1,422	...	5,800	...	12,632
...	...	...	...	7,904	863	3,422	...	22,013	...	33,794
...	...	...	...	...	449	6,091	...	308	...	6,846
...	...	...	...	2,008	7,043	18,018	...	24,258	...	62,323
...	...	1,069	1,373	1,490	5,167	5,129	2,970	...	696	15,904
...	...	...	...	204	70	169	...	...	...	683
...	...	1,149	20,230	31	...	4,098	5,441	200	810	31,989
...	...	2,218	21,603	11,283	10,280	27,414	8,411	34,453	1,536	117,198
...	...	150,718	525,222	247,469	321,961	265,003	233,803	212,389	268,404	2,358,018
26,586	189,448	151,043	317,376	268,268	384,402	308,259	274,580	217,909	241,856	2,696,541



## DETAILED ACCOUNT OF EXPENDITURE

	India.								
	England.	Director General of Military Works.	Rajpu- tana.	Central India.	Coorg.	Mysore.	Petroleum Stores at Rangoon and Kandahar.	Hydram- bad.	Port Blair.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	126,403	68,601	15,784	23,672	16,048	502	—822	1,892	3,684
INCORPORATED LOCAL.									
CIVIL WORKS.									
Departmental.									
Civil Buildings—									
New Works . . . . .	...	...	...	...	...	...	...	...	...
Repairs . . . . .	...	...	22	...	...	...	...	...	...
Communications—									
New Works . . . . .	...	...	350	...	1,070	...	...	...	...
Repairs . . . . .	...	...	979	...	971	...	...	...	...
Miscellaneous Public Improvements—									
New Works . . . . .	...	...	...	...	129	...	...	...	...
Repairs . . . . .	...	...	...	...	69	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	1,857	...	2,245	...	...	...	...
Establishment . . . . .	...	...	136	...	516	...	...	...	...
Tools and Plant . . . . .	...	...	20	...	34	...	...	...	...
Expense . . . . .	...	...	...	...	...	...	...	...	...
TOTAL	...	...	1,513	...	2,795	...	...	...	...
Civil.									
Civil Buildings—									
New Works . . . . .	...	...	279	67	...	...	...	...	...
Repairs . . . . .	...	...	71	279	...	...	...	...	...
Communications—									
New Works . . . . .	...	...	50	...	...	...	...	...	...
Repairs . . . . .	...	...	5	233	...	...	...	...	...
Miscellaneous Public Improvements—									
New Works . . . . .	...	...	30	...	...	...	...	...	...
Repairs . . . . .	...	...	1	...	19	...	...	...	...
TOTAL WORKS AND REPAIRS	...	...	484	329	19	...	...	...	...
Establishment . . . . .	...	...	250	24	132	...	...	...	...
Tools and Plant . . . . .	...	...	...	...	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...	...	...	...	...
TOTAL	...	...	634	353	146	...	...	...	...
TOTAL INCORPORATED LOCAL.	...	...	2,197	683	2,946	...	...	...	...
Carried forward	126,403	68,601	17,981	27,326	18,088	502	—822	1,892	3,684



DURING 1897-98—continued.

Salable- land.	Total Land.	Central Provinces.	Burma.	Assam.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
26,625	158,446	153,043	517,374	266,868	384,492	205,359	274,580	217,309	251,358	2,885,541
...	...	230	2,460	942	...	2,303	4,629	1	3,052	14,917
...	22	...	479	247	...	5,122	8,278	...	301	14,452
...	1,432	2,564	12,116	29,554	...	28,829	12,520	667	28,064	110,764
...	1,850	4,536	14,094	34,851	...	69,666	30,249	9,137	58,153	218,696
...	129	—1	9,463	4,660	...	1,365	2,941	...	7,710	26,663
...	69	...	3,814	1,943	...	1,653	4,908	7	1,618	13,903
...	8,602	8,249	42,415	65,608	...	110,323	68,333	8,632	98,921	897,886
...	552	...	2,454	6,143	...	40,700	9,656	899	9,689	76,905
...	54	...	648	372	...	2,900	324	28	1,433	5,764
...	...	...	...	...	...	...	...	...	—250	—250
...	4,303	8,949	53,513	72,123	...	153,923	78,217	4,569	168,784	479,776
...	343	94	372	...	30,167	1,358	...	11,837	3,927	48,101
...	250	108	254	...	19,479	5,593	...	8,218	7,707	41,414
...	50	840	16,981	...	62,267	1,967	...	45,650	10,187	137,532
...	283	6,437	8,096	24	203,707	27,293	...	263,024	46,502	555,369
...	30	343	11,630	...	11,763	136	...	7,746	20,224	31,372
...	14	338	2,465	...	7,168	821	...	17,109	14,509	47,524
...	1,076	7,560	39,788	24	334,331	36,673	...	352,584	103,056	878,112
...	406	1,741	4,066	8	73,182	10,874	3,550	63,671	17,028	174,441
...	...	66	220	...	3,922	535	...	3,991	615	8,949
...	...	1,700	2,723	35	472	1,152	11,117	5,362	2,761	25,332
...	1,432	11,067	46,780	68	410,907	49,234	14,697	426,526	123,445	1,084,234
...	5,790	19,436	100,299	72,191	410,907	203,167	67,914	431,687	238,229	1,661,010
26,625	164,236	171,479	617,074	385,559	795,309	311,419	362,404	448,396	514,665	4,260,661



## DETAILED ACCOUNT OF EXPENDITURE

	INDIA.								
	England.	Director General of Military Works.	Rajputana.	Central India.	Coast.	Mysore.	Principal Stations at Bombay and Madras.	Hyderabad.	Port Blair.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward	126,403	88,801	17,981	27,825	18,988	502	—622	1,392	2,084
EXCLUDED LOCAL.									
DEPARTMENTAL.*									
Civil Works.									
Civil Buildings—									
New Works . . . . .	100	100	100	100	100	100	100	100	100
Repairs . . . . .	100	100	100	100	100	100	100	100	100
	100	100	100	100	100	100	100	100	100
Communications—									
New Works . . . . .	100	100	100	100	100	100	100	100	100
Repairs . . . . .	100	100	100	100	100	100	100	100	100
	100	100	100	100	100	100	100	100	100
Miscellaneous Public Improvements—									
New Works . . . . .	100	100	100	100	100	100	100	100	100
Repairs . . . . .	100	100	100	100	100	100	100	100	100
	100	100	100	100	100	100	100	100	100
TOTAL WORKS AND REPAIRS	100	100	100	100	100	100	100	100	100
Establishment . . . . .	100	100	100	100	100	100	100	100	100
Tools and Plant . . . . .	100	100	100	100	100	100	100	100	100
Expenses . . . . .	100	100	100	100	100	100	100	100	100
TOTAL EXCLUDED LOCAL	100	100	100	100	100	100	100	100	100
Carried forward	126,403	88,801	17,981	27,825	18,988	502	—622	1,392	2,084



## DURING 1897-98—continued.

Delhi and Coastal.	TOTAL INDIA.	Central Provinces.	Bihar.	Assam.	Bengal.	North- Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
25,585	164,286	171,479	617,674	338,559	795,309	511,416	369,494	648,596	514,585	4,250,551
...	...	...	...	...	...	...	8,178	1,429	3,637	3,244
...	...	...	...	...	...	...	8,159	—29	281	3,391
...	...	...	...	...	...	...	6,337	1,400	2,638	11,335
...	...	...	...	...	...	...	...	...	523	523
...	...	...	...	...	...	...	895	...	581	1,426
...	...	...	...	...	...	...	895	...	1,054	1,949
...	...	...	...	...	...	...	18,339	4,739	48,502	71,480
...	...	...	...	...	...	...	20,154	772	2,127	29,053
...	...	...	...	...	...	...	44,392	3,501	60,629	100,522
...	...	...	...	...	...	...	51,024	6,901	55,551	114,106
...	...	...	...	...	...	...	3,345	4,440	2,231	10,016
...	...	...	...	...	...	...	53	384	114	551
...	...	...	...	...	...	...	...	...	—3,534	—3,534
...	...	...	...	...	...	...	65,022	11,725	54,592	131,139
25,585	164,286	171,479	617,674	338,559	795,309	511,416	417,510	650,121	563,977	4,371,690

From this source is not known.



## DETAILED ACCOUNT OF EXPENDITURE

	England.	India.						
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Petroleum Boreings at Sohkur and Kundera.	Hyderabad.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought forward	26,403	68,601	17,981	27,325	18,968	503	-829	1,892
<b>CONTRIBUTIONS.</b>								
<b>DEPARTMENTAL.</b>								
<i>Civil Buildings—</i>								
New Works . . . . .	...	2,310	2,481	118	10	...	...	...
Repairs . . . . .	...	88	...	900	...	...	...	...
<i>Communications—</i>								
New Works . . . . .	...	...	2	1,453	...	...	...	...
Repairs . . . . .	...	1,042	274	1,170	125	...	...	...
<i>Miscellaneous Public Improvements—</i>								
New Works . . . . .	...	...	2,238	45	...	...	...	...
Repairs . . . . .	...	...	200	...	...	...	...	...
<b>TOTAL WORKS AND REPAIRS</b>	...	3,355	5,103	3,681	135	...	...	...
<b>Establishment . . . . .</b>	...	12	402	608	-15	...	...	...
<b>Tools and Plant . . . . .</b>	...	1	32	48	-1	...	...	...
<b>TOTAL CONTRIBUTIONS</b>	...	3,399	5,628	4,335	119	...	...	...
<b>LOCAL LOANS.</b>								
<i>Miscellaneous Public Improvements—</i>								
Works . . . . .	...	...	...	...	...	...	...	...
<b>Establishment . . . . .</b>	...	...	...	...	...	...	...	...
<b>TOTAL LOCAL LOANS</b>	...	...	...	...	...	...	...	...
<b>GRAND TOTAL</b>	120,403	71,999	23,609	1,680	19,107	502	-829	1,892

\* Owing from this source by officers of other departments is not known.

CALCUTTA ;  
Dated April 1899. }



DURING 1897-98—continued.

Port Blair.	Malakhalan.	Total India.	Central Provinces.	Bombay.	Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
9,684	26,585	164,286	171,479	617,874	808,559	795,309	511,416	417,516	680,121	568,877	4,371,690
...	...	4,917	1,080	708	482	11,569	1,723	586	146	6,794	27,906
...	...	933	18	9	...	1,252	342	66	...	537	2,169
...	...	1,465	168	...	...	662	856	1,946	—2	...	4,385
...	...	2,611	68	3	2,452	294	1,866	22	...	7	7,808
...	...	2,278	16,207	430	1,138	304	134	2,129	16,699	81	39,314
...	...	200	...	1,118	956	4	86	496	69	14	2,943
...	...	12,294	17,481	2,266	5,022	14,085	4,487	6,197	16,812	7,433	96,209
...	...	1,006	178	417	570	274	55	99	53	46	2,703
...	...	60	26	57	27	16	4	6	3	8	239
...	...	13,460	17,666	2,762	5,629	(a) 14,377	4,556	6,302	16,868	7,489	96,148
...	...	...	9,204	...	...	...	...	12,086	...	...	21,220
...	...	...	...	...	...	...	...	956	...	...	...
...	...	...	9,204	...	...	...	...	12,962	...	...	22,166
2,684	26,585	177,716	190,268	620,424	844,186	809,663	515,972	438,800	676,662	576,460	4,462,024

(a) Includes the following contributions under Excluded Local Fund (Darjeeling Improvement Fund) Works:—

Communications—New Works	818
Repairs	20
Miscellaneous Public Improvements—Works	6
Repairs	123
Establishment	9
Tools and Plant	734
	1,106

A. R. BECHER,  
Accountant General, P. W. Dept.

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*Abstract by Funds and Provinces of the Expenditure on Famine Relief Works in India during 1897-98 compared with the Budget and Revised Estimates for the year.*

REVENUE.				Funds and Provinces.	For details, see page.	EXPENDITURE.			
1897-98.						1897-98.			Accounts, 1898-89.
Accounts, 1898-89.	Budget Estimate.	Revised Estimate.	Accounts.			Accounts.	Revised Estimate.	Budget Estimate.	
Rs.	Rs.	Rs.	Rs.			Rs.	Rs.	Rs.	Rs.
				IMPERIAL.					
				Central Provinces		917,184	915,000	400,000	167,950
				Burma		...	...	...	58,628
				Bengal		196,896	200,000	428,800	...
				North-Western Pro- vinces and Oudh		726,511	724,000	500,000	770,960
				Punjab		...	...	122,500	24,000
				Madras		654,966	668,000	...	...
				Bombay		711,841	731,500	600,000	800,153
						3,208,697	3,239,100	1,945,100	1,325,991
				Add—England		1,888	600	...	318
				Exchange		754	300	...	310
				TOTAL IMPERIAL		3,210,789	3,240,000	1,945,100	1,326,619
				PROVINCIAL.					
				Burma		58,468	58,800	10,000	...
				Bengal		—1,846	...	...	81,078
				Punjab		82,208	100,000	...	30,507
				Madras		...	...	104,100	35,181
				TOTAL PROVINCIAL		138,818	158,800	164,100	95,616
				INCORPORATED LOCAL.					
				Punjab		2,760	11,600	41,000	27,240
				EXCLUDED LOCAL.					
				Punjab		2,928	...	...	3,078
				GRAND TOTAL		3,356,290	3,409,800	2,160,800	1,452,469



## Detailed Account of Expenditure on Famine Relief Works during 1897-98.

	Central Provinces.	Burma.	Bengal.	N.-W. P.	Punjab.	Madras.	Bombay.	TOTAL.
IMPERIAL.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL WORKS.								
Civil Buildings—								
Works . . . . .	9	...	1,095	207	...	...	(a) 10,471	11,782
Repairs . . . . .	117	...	...	...	...	...	...	117
Communications—								
Works . . . . .	724,108	...	67,083	281,822	...	164,981	819,889	1,558,803
Repairs . . . . .	77,220	...	...	15,278	...	384,868	67,038	555,404
Miscellaneous Public Improve- ments—								
Works . . . . .	3,163	...	35,367	406,040	...	1,089	364	445,023
Repairs . . . . .	168	...	...	...	...	6,582	...	6,750
Establishment . . . . .	65,483	...	33,000	19,245	...	27,604	(b) 86,064	221,996
Tools and Plant . . . . .	55,898	...	11,310	5,325	...	21,906	10,773	106,712
Suspense . . . . .	...	...	55	-2,773	...	...	-409	-3,127
Irrigation Works—								
Works . . . . .	...	...	31,236	902	...	20,659	119,793	173,511
Repairs . . . . .	...	...	69	...	...	21,229	808	22,106
Establishment . . . . .	...	...	2,259	6	...	...	(c) 11,818	13,581
Tools and Plant . . . . .	...	...	530	-41	...	...	3,727	4,516
Suspense . . . . .	...	...	47	...	...	...	...	47
Construction of Railways—								
East Coast Railway . . . . .	...	...	...	...	...	4,340	...	4,340
Tapti Valley Railway . . . . .	...	...	...	...	...	...	5,603	5,603
Barisi-Pandharpur Railway . . . . .	...	...	...	...	...	...	70,477	70,477
Sakri-Jainagar Railway . . . . .	...	...	12,769	...	...	...	...	12,769
Battish-Pagaha Railway . . . . .	...	...	1,257	...	...	...	...	1,257
TOTAL IMPERIAL	917,184	...	198,396	720,511	...	658,131	712,567	3,210,789
PROVINCIAL.								
CIVIL WORKS.								
Civil Buildings—								
Works . . . . .	...	42	...	...	...	...	...	42
Communications—								
Works . . . . .	...	2,953	...	...	-9	...	...	2,944
Repairs . . . . .	...	...	...	...	807	...	...	807
Miscellaneous Public Improve- ments—								
Works . . . . .	...	...	...	...	9,391	...	...	9,391
Repairs . . . . .	...	...	...	...	38,974	...	...	38,974
Establishment . . . . .	...	...	...	...	916	...	...	916
Tools and Plant . . . . .	...	1,674	...	...	-1,096	...	...	578
Suspense . . . . .	...	...	-1,636	...	...	...	...	-1,636
Irrigation Works—								
Works . . . . .	...	990	-170	...	34,259	...	...	35,079
Establishment . . . . .	...	72	...	...	1,546	...	...	1,618
Tools and Plant . . . . .	...	142	...	...	-2,482	...	...	-2,340
Suspense . . . . .	...	...	-40	...	-98	...	...	-138
Construction of Railways—								
Meiktila-Myingran Railway . . . . .	...	52,383	...	...	...	...	...	52,383
TOTAL PROVINCIAL	...	58,456	-1,646	...	32,208	...	...	138,518
INCORPORATED LOCAL.								
CIVIL WORKS.								
Communications—								
Works . . . . .	...	...	...	...	127	...	...	127
Repairs . . . . .	...	...	...	...	-105	...	...	-105
Miscellaneous Public Improve- ments—								
Works . . . . .	...	...	...	...	287	...	...	287
Repairs . . . . .	...	...	...	...	2,206	...	...	2,206
Establishment . . . . .	...	...	...	...	402	...	...	402
Tools and Plant . . . . .	...	...	...	...	-137	...	...	-137
TOTAL INCORPORATED LOCAL	...	...	...	...	2,770	...	...	2,770
EXCLUDED LOCAL.								
Miscellaneous Public Improve- ments—								
Works . . . . .	...	...	...	...	3,543	...	...	3,543
Repairs . . . . .	...	...	...	...	376	...	...	376
Establishment . . . . .	...	...	...	...	6	...	...	6
TOTAL EXCLUDED LOCAL	...	...	...	...	3,925	...	...	3,925
GRAND TOTAL	917,184	58,456	194,580	720,511	33,891	658,131	712,567	3,365,280

(a) Military Works.

(b) Includes Rs. 73,982 on account of gratuitous relief.

(c) Do. Rs. 9,128 do. do.



Accompaniment to Accountant General, P. W. D., No. 0105 G., dated the March 1899.

## APPENDIX.

Detailed account of expenditure of the Public Works Department from Excluded Local Funds during 1897-98 :—

CIVIL BUILDINGS.	Bengal.	Punjab.	Madras.	Bombay.	Total.
<i>New Works.</i>	Rs.	Rs.	Rs.	Rs.	Rs.
Political Agency . . . . .	...	...	...	171	171
Land Revenue . . . . .	...	...	...	...	...
Educational . . . . .	...	878	17	787	1,682
Law and Justice . . . . .	...	...	...	8	8
Police . . . . .	...	262	...	206	467
Medical . . . . .	...	1,907	...	2,078	3,985
Light-houses . . . . .	...	...	121	...	121
Miscellaneous . . . . .	...	141	1,291	416	1,848
<i>Deduct—Contributions . . . . .</i>	...	2,178	1,429	2,697	6,304
<b>TOTAL . . . . .</b>	...	2,178	1,429	2,697	6,304
<i>Repairs.</i>					
Customs . . . . .	...	...	...	10	10
Land Revenue . . . . .	...	134	...	...	134
Excise . . . . .	...	8	...	...	8
Educational . . . . .	...	294	—109	...	185
Law and Justice . . . . .	...	31	...	...	31
Light-houses . . . . .	...	...	—8	...	—8
Ecclesiastical . . . . .	...	1	...	...	1
Police . . . . .	...	671	...	18	689
Medical . . . . .	1	1,343	...	209	2,653
Miscellaneous . . . . .	...	79	82	80	241
<i>Deduct—Contributions . . . . .</i>	1	3,169	—29	261	3,409
<b>TOTAL . . . . .</b>	...	3,169	—29	261	3,401
COMMUNICATIONS.					
<i>Works.</i>					
<b>Mettled Roads—</b>					
Bridged and drained throughout . . . . .	...	...	...	—361	—361
Partially bridged and drained . . . . .	...	...	...	64	64
<b>Unmettled Roads—</b>					
Bridged and drained throughout . . . . .	...	...	...	63	63
Partially bridged and drained . . . . .	...	...	...	766	766
<b>Roads—</b>					
Banked and surfaced with "maram" or similar material, but not drained . . . . .	...	...	...	...	...
Banked but not surfaced, partially bridged and drained . . . . .	...	...	...	...	...
Cleared, partially bridged and drained . . . . .	...	...	...	...	...
Cleared only . . . . .	...	...	...	1	1
Boat-bridges and ferries . . . . .	...	...	...	...	...
Accommodation for travellers . . . . .	215	...	...	...	215
Arbiculture . . . . .	...	...	...	...	...
Miscellaneous . . . . .	...	...	...	...	...
<i>Deduct—Contributions . . . . .</i>	215	...	...	523	738
<b>TOTAL . . . . .</b>	...	...	...	523	523
<b>Carried forward . . . . .</b>	...	6,327	1,400	4,481	12,158



## APPENDIX.

	Bengal.	Punjab.	Madras.	Bombay.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward . . . . .	...	6,327	1,400	4,421	12,158
<i>Repairs.</i>					
<b>Mettalled Roads—</b>					
Bridged and drained throughout . . . . .	...	...	...	299	299
Partially bridged and drained . . . . .	...	14	...	180	194
<b>Unmetalled Roads—</b>					
Bridged and drained throughout . . . . .	...	...	...	78	78
Partially bridged and drained . . . . .	...	102	...	21	123
<b>Roads—</b>					
Packed or surfaced with "murem" or similar material, but not drained . . . . .	...	...	...	...	...
Banked but not surfaced, partially bridged and drained . . . . .	...	...	...	...	...
Cleared, partially bridged and drained . . . . .	...	...	...	...	...
Cleared only . . . . .	...	...	...	...	...
<b>Boat-bridges and ferries . . . . .</b>	...	...	...	...	...
<b>Accommodation for travellers . . . . .</b>	294	281	...	...	575
<b>Miscellaneous . . . . .</b>	...	548	...	...	548
	294	895	...	631	1,720
<b>Deduct—Contributions . . . . .</b>	294	...	...	...	294
<b>TOTAL . . . . .</b>	...	895	...	631	1,420
<b>MISCELLANEOUS PUBLIC IMPROVEMENTS.</b>					
<i>New Works.</i>					
<b>Improvements to towns . . . . .</b>	...	2,342	...	...	2,342
Markets . . . . .	...	990	...	1,218	2,208
Paving and streets . . . . .	...	4,006	...	1	4,007
Water-supply . . . . .	80	2,180	—1	46,820	49,029
Sewage and drainage . . . . .	...	6,301	...	—3	6,301
Harbours . . . . .	...	...	33	45	78
Light-houses . . . . .	...	...	...	4	4
Conservancy . . . . .	...	808	...	...	808
Lighting . . . . .	...	22	4,064	...	4,108
Miscellaneous . . . . .	...	1,536	613	417	2,566
	80	18,238	4,729	48,508	71,545
<b>Deduct—Contributions . . . . .</b>	80	...	...	...	80
<b>TOTAL . . . . .</b>	...	18,238	4,729	48,508	71,469
<i>Repairs.</i>					
<b>Improvements to towns . . . . .</b>	...	2,340	...	...	2,340
Markets . . . . .	...	789	...	...	789
Paving and streets . . . . .	...	14,693	...	...	14,693
Water-supply . . . . .	4	2,676	...	726	4,404
Sewage and drainage . . . . .	...	2,080	...	26	2,106
Harbours . . . . .	...	...	688	1,229	1,917
Light-houses . . . . .	...	...	...	187	187
Conservancy . . . . .	...	888	...	...	888
Lighting . . . . .	...	5	187	...	192
Miscellaneous . . . . .	...	236	2	10	248
	4	26,164	772	2,127	29,067
<b>Deduct—Contributions . . . . .</b>	4	...	...	...	4
<b>TOTAL . . . . .</b>	...	26,164	772	2,127	29,063
<b>Total Works and Repairs . . . . .</b>	...	51,824	8,901	55,581	114,106
<b>Establishment . . . . .</b>	...	3,345	4,410	2,291	10,016
<b>Tools and Plant . . . . .</b>	...	68	854	114	1,036
<b>Expenses . . . . .</b>	...	...	...	—8,584	—8,584
<b>TOTAL . . . . .</b>	...	55,022	11,735	54,392	121,189



APPENDIX.

Detailed account of expenditure from Contributions and Local Loans on works carried out through the agency of the Public Works Department during 1897-98:—

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Prov. & Berar.	Burma.	Assam.	Bengal.	North-Western Provinces & Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>CIVIL BUILDINGS.</b>													
<i>See Works.</i>													
Casements	...	...	...	...	...	360	...	...	...	...	...	...	360
Land Revenue	...	...	...	...	...	...	...	...	100	...	...	...	100
Bylaws	...	...	...	...	...	...	...	...	...	...	...	...	...
Cybern	...	...	64	...	...	...	...	...	...	...	...	...	64
Residences for Local Governments and Secretaries' Offices	...	...	30	...	30	...	...	...	...	...	...	...	90
Political Agencies	...	...	...	...	...	...	...	...	...	...	...	...	...
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	...	...
Educational	...	...	...	...	13	...	...	...	...	81	...	...	94
Law and Justice	...	...	...	...	...	...	608	2,859	...	300	181	3,034	5,680
Religious	...	...	...	...	...	...	...	74	...	...	...	...	74
Jails	...	...	43	...	...	...	...	1,943	277	40	...	764	5,237
Police	...	...	...	...	...	10	...	...	...	50	...	...	110
Medical	...	...	11	...	997	40	...	4,040	1,939	...	...	5,008	13,044
Miscellaneous	1,571	...	...	...	...	897	...	40	18	...	...	...	2,521
Telegraph	10	...	...	...	...	...	...	...	...	...	...	...	10
<b>Total</b>	<b>2,310</b>	<b>2,484</b>	<b>113</b>	<b>10</b>	<b>1,000</b>	<b>706</b>	<b>608</b>	<b>11,969</b>	<b>1,743</b>	<b>536</b>	<b>148</b>	<b>5,794</b>	<b>27,800</b>
<b>Repairs.</b>													
Post offices	...	...	5	...	...	...	...	...	...	...	...	...	5
Stations	...	...	...	...	...	...	...	...	...	...	...	...	...
Offices	...	...	27	...	...	...	...	...	...	...	...	...	27
Vice-regal residences	...	...	...	...	...	...	...	...	...	...	...	...	...
Residences for Local Governments	...	...	71	...	10	...	...	...	...	...	...	...	81
Minor Departments	...	...	...	...	...	...	...	...	...	...	...	...	...
Educational	...	...	...	...	...	...	...	...	...	...	...	...	...
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	...	...
Jails	...	...	...	...	...	...	...	...	...	...	...	...	...
Police	...	...	...	...	...	...	...	...	...	...	...	...	...
Religious	...	...	...	...	...	...	...	...	...	...	...	...	...
Medical	...	...	...	...	...	...	...	117	...	...	...	...	117
Miscellaneous	34	...	780	...	...	...	...	1	117	...	...	...	1,112
<b>Total</b>	<b>35</b>	<b>...</b>	<b>800</b>	<b>...</b>	<b>10</b>	<b>0</b>	<b>...</b>	<b>1,237</b>	<b>234</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>2,166</b>
<b>COMMUNICATIONS.</b>													
<i>Works.</i>													
<b>Mailed Roads—</b>													
Bridged and drained throughout	...	...	1	...	...	...	...	445	256	11	...	...	713
Partially bridged and drained	...	...	1,014	...	...	...	...	...	...	...	...	...	1,014
<b>Unmailed Roads—</b>													
Bridged and drained throughout	...	...	...	...	...	...	...	...	1,034	...	...	...	1,034
Partially bridged and drained	...	...	1	...	...	...	...	...	1	...	...	...	2
<b>Roads—</b>													
Paved and surfaced with "macadam" or similar material, but not drained	...	...	...	...	...	...	...	...	...	...	...	...	...
Gravelled but not surfaced, partially bridged and drained	...	...	...	...	30	...	...	...	...	...	...	...	30
Cleared, partially bridged and drained	...	...	...	...	...	...	...	...	...	...	...	...	...
Cleared only	...	...	...	...	...	...	...	...	...	...	...	...	...
Best bridges and ferries	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers	...	...	30	...	146	...	...	215	...	...	...	...	411
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...
Subsidiary	...	...	...	...	3	...	...	...	...	...	...	...	3
<b>Total</b>	<b>...</b>	<b>...</b>	<b>1,457</b>	<b>...</b>	<b>186</b>	<b>...</b>	<b>...</b>	<b>262</b>	<b>354</b>	<b>1,040</b>	<b>...</b>	<b>...</b>	<b>2,900</b>
Carried forward	2,345	2,490	2,490	30	1,216	717	607	12,403	2,451	2,590	144	5,794	36,840



## APPENDIX.

	Military Works Department.	Bengal.	Central India.	Coorg.	Central Provinces.	Burma.	Assam.	Sc. pl.	North Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward	1,340	2,460	1,480	10	1,310	712	400	19,400	1,401	3,440	164	7,800	10,400
<b>COMMUNICATIONS—contd.</b>													
<b>Repairs.</b>													
<b>Mettled Roads—</b>													
Bridged and drained throughout	1,042	205	141	...	84	2	...	...	200	...	...	...	1,400
Partially bridged and drained	...	...	807	...	...	...	...	...	807	...	...	...	1,116
<b>Unmettled Roads—</b>													
Bridged and drained throughout	...	...	...	...	...	...	2,610	...	...	20	...	...	2,630
Partially bridged and drained	...	...	...	105	...	...	43	...	...	...	...	...	107
<b>Roads—</b>													
Banked or surfaced with "mettled" or similar material, but not drained	...	10	...	...	...	...	...	...	...	...	...	...	10
Banked but not surfaced, partially bridged and drained	...	...	...	...	...	...	...	...	...	...	...	...	...
Clearing, partially bridged and drained	...	...	...	...	...	...	...	...	...	...	...	...	...
Clearing only	...	...	...	...	...	...	...	...	...	...	...	...	...
Boats, bridges and ferries	...	...	190	...	...	...	...	...	2,000	...	...	...	1,300
Accommodation for travellers	...	...	7	...	...	...	...	200	...	...	...	...	207
Agriculture	...	...	23	...	...	...	...	...	...	...	...	...	23
Minor and accessories works and repairs	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>1,042</b>	<b>276</b>	<b>1,170</b>	<b>106</b>	<b>84</b>	<b>2</b>	<b>2,652</b>	<b>201</b>	<b>1,200</b>	<b>20</b>	<b>...</b>	<b>7</b>	<b>7,700</b>
<b>MISCELLANEOUS PUBLIC IMPROVEMENTS.</b>													
<b>New Works.</b>													
Improvements to towns	...	...	...	...	...	...	...	...	134	...	...	...	134
Markets	...	...	20	...	...	...	...	...	...	...	...	...	20
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply	...	2,000	17	...	20,000	10	104	80	...	740	13,000	3	21,200
Sewage and drainage	...	...	...	...	1,400	...	211	...	...	5,000	2,000	...	9,700
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	...
Light-houses	...	...	...	...	...	...	...	...	...	...	...	...	...
Conservancy	...	...	...	...	...	...	...	...	...	...	...	...	...
Lighting	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	140	...	...	...	30	97	200	...	8,500	...	70	8,900
<b>Total</b>	<b>...</b>	<b>2,233</b>	<b>44</b>	<b>...</b>	<b>20,411</b>	<b>40</b>	<b>1,193</b>	<b>201</b>	<b>134</b>	<b>14,100</b>	<b>10,000</b>	<b>61</b>	<b>40,740</b>
<b>Repairs.</b>													
Improvements to towns	...	...	...	...	...	...	...	...	...	...	...	...	...
Markets	...	...	...	...	...	24	...	...	...	...	...	...	24
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply	...	190	...	...	...	20	240	4	47	200	...	...	1,000
Sewage and drainage	...	...	...	...	...	40	...	...	30	...	20	...	...
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	...
Light-houses	...	...	...	...	...	...	...	...	...	...	...	...	...
Conservancy	...	...	...	...	...	...	...	...	...	...	...	...	...
Lighting	...	...	...	...	...	...	...	...	...	...	...	...	...
Miscellaneous	...	2	...	...	...	270	0	...	...	200	...	...	1,000
<b>Total</b>	<b>...</b>	<b>200</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>1,110</b>	<b>240</b>	<b>4</b>	<b>40</b>	<b>400</b>	<b>40</b>	<b>34</b>	<b>2,400</b>
<b>Total Works and Repairs</b>	<b>2,240</b>	<b>5,180</b>	<b>5,061</b>	<b>136</b>	<b>20,411</b>	<b>2,200</b>	<b>8,033</b>	<b>14,000</b>	<b>4,407</b>	<b>17,800</b>	<b>10,010</b>	<b>7,400</b>	<b>100,000</b>
Establishment	10	800	800	—10	170	212	470	274	80	1,000	10	40	2,400
Tools and Plant	1	20	40	—7	30	87	87	10	4	0	0	0	200
Supplies	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b>	<b>2,250</b>	<b>5,980</b>	<b>4,900</b>	<b>119</b>	<b>(a) 20,590</b>	<b>2,700</b>	<b>8,520</b>	<b>14,077</b>	<b>4,500</b>	<b>(b) 18,804</b>	<b>10,000</b>	<b>7,440</b>	<b>110,000</b>

(a) Includes Miscellaneous Public Improvements—Works

(b) Do. do. do. Establishment

Rs. 9,504 on account of Local Loans.

Rs. 10,000

Rs. 900

Rs. 10,000



*No. 522.—Classified Abstract of Expenditure from Imperial Funds on Civil Buildings—Works.*

[illegible]



## No. 62P.—Classified Abstract of Expenditure from Imperial Funds on Repairs to Civil Buildings.

Particulars.	Ward.	Column.	Sal.	Opus.	Min.	Post Office.	Telegraph.	Unoccupied Buildings.	Government Office of India.	Treasury and Currency Buildings.	Land Revenue Buildings.	Public Buildings.	Legation and Consular Buildings.	Police and Magistrate.	Police Department.	Education.	Excise and Customs.	Law and Justice.	Jails.	Police.	Medical.	Sanitation.	Grain Tax.	Defence (Excluding from Control).	Net Total.
Director-General, Military Works.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana.	9	...	...	5	...	36	31	...	...	...	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central India.	...	...	...	37	...	158	49	...	...	...	23	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coorg.	...	...	...	...	...	13	8	...	...	...	332	15	...	...	...	...	...	...	...	...	...	...	...	...	...
Hyderabad.	...	...	...	...	...	127	35	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Port Blair.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Baluchistan.	37	...	...	...	...	56	70	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Central Provinces.	...	...	...	...	...	230	133	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assam.	...	...	...	...	...	704	1,632	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal.	...	...	1,128	1,408	1,189	1,610	1,223	6,771	1,145	268	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
N.W.P. and Oudh.	95	40	...	2,418	...	1,472	857	126	38	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Punjab.	...	...	...	...	...	1,449	641	5,294	1,227	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Madras.	...	...	37	...	...	677	337	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay.	...	30	3,636	9	317	1,218	477	...	...	59	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.	141	70	4,901	3,937	1,546	3,033	5,073	12,181	2,410	363	367	15	1,302	...	266	439	5,249	434	1,652	1,186	175	5,799	57,467	1,819	55,649



No. 62G.—Classified Abstract of Expenditure from Imperial Funds on Roads and other Works of Communication.

Provinces.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Accommodation for travellers.	Post-holders and ferries.	Archeological.	Grants Total.	Deduct Outlay from Contributions.	Net Total.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Murrum" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.						
Rajputana	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central India	9	1,681	4	133	...	...	...	...	24	...	...	1,851	2	1,849
Coorg	1,159	1,520	...	...	...	...	...	...	39	...	...	2,718	1,433	1,285
Baluchistan	1,116	...	8	980	...	...	1,493	...	898	...	...	2,997	...	2,997
Assam	...	1,167	...	497	...	...	...	...	278	...	...	3,370	...	3,370
Punjab	...	...	...	10,075	...	...	...	...	...	...	...	10,075	...	10,075
Madras	15	160	...	2,946	...	...	...	...	38	...	...	2,445	...	2,445
Bombay	-145	...	...	...	...	...	...	...	...	...	...	-145	...	-145
Total	3,151	4,458	7	19,981	...	...	1,493	1	1,377	...	...	33,321	1,455	31,866

No. 62H.—Classified Abstract of Expenditure from Imperial Funds on Repairs to Roads and other Works of Communication.

Provinces.	METALLED ROADS.		UNMETALLED ROADS.		ROADS.				Accommodation for travellers.	Post-holders and ferries.	Archeological.	Grants Total.	Deduct Outlay from Contributions.	Net Total.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Banked and surfaced with "Murrum" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Cleared, partially bridged and drained.	Cleared only.						
Director-General, Military Works	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rajputana	1,318	...	...	...	...	...	...	...	...	...	...	1,318	1,049	269
Central India	1,516	1,889	12	309	...	...	...	19	154	...	147	4,189	274	3,915
Coorg	6,163	7,163	...	2,086	...	...	...	...	176	192	110	13,809	1,170	12,639
Baluchistan	4,165	700	...	595	...	...	1,829	...	20	...	...	6,983	135	6,848
Punjab	...	2,073	...	...	...	...	...	...	953	...	...	5,380	...	5,380
Madras	...	...	...	...	285	1,526	...	103	...	...	...	1,311	...	1,311
Bombay	...	...	...	...	...	...	...	...	13	...	...	116	...	116
Total	13,168	11,834	12	2,932	303	1,526	1,970	116	1,310	192	267	33,836	2,511	31,325



No. 62I.—Classified Abstract of Expenditure from Imperial Funds on Works of Miscellaneous Public Improvements.

Provinces.	Improvements to towns.	Mutual.	Paving and streets.	Water-supply.	Drainage.	Harbours.	Light-houses.	Petroleum operations.	Miscellaneous.	Miscellaneous.	Grants Total.	Deduct Outlay from Contributions.	Net Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Director-General, Military Works	...	...	...	56,858	...	...	...	...	...	...	56,858	...	56,858
Rajputana	...	...	...	2,092	...	...	...	...	...	161	2,253	...	...
Central India	...	28	...	17	...	...	...	...	...	...	45	...	...
Coorg	...	...	...	734	...	...	...	...	...	...	734	...	734
Beluchistan	...	...	...	223	...	...	...	...	71	...	294	...	294
Petroleum Boreings at Sukkur and Kundra	...	...	...	...	...	...	...	-872	...	...	-872	...	-872
Central Provinces	...	...	...	...	...	...	...	...	407	...	407	...	407
Punjab	...	...	...	528	...	...	...	...	...	...	528	...	528
Bombay	...	...	...	192	...	...	...	...	...	...	192	...	192
Total	...	28	...	60,732	...	...	...	-872	478	141	60,507	2,278	58,229

No. 62J.—Classified Abstract of Expenditure from Imperial Funds on Repairs to Works of Miscellaneous Public Improvements.

Provinces.	Improvements to towns.	Mutual.	Paving and streets.	Water-supply.	Drainage.	Harbours.	Light-houses.	Miscellaneous.	Grants Total.	Deduct Outlay from Contributions.	Net Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Rajputana	...	...	...	198	...	...	...	...	200	300	...
Coorg	...	...	...	111	...	...	...	...	111	...	111
Beluchistan	19	...	...	260	...	...	...	...	279	...	279
Punjab	...	...	...	49	...	...	...	62	111	...	111
Bombay	...	...	...	2	...	427	1	3	433	...	433
Total	19	...	...	630	...	427	1	67	1,155	300	934



## No. 62 K.—Classified Abstract of Expenditure from Provincial Funds on Civil Buildings—Works.

Provinces.	Miscellaneous.										Grand Total.	Less from Contingencies.	Net Total.
	Forest.	Customs.	Post Offices.	Telegraph.	Treasury and Cap.	Land Revenue.	Land Revenue buildings.	Buildings for local government.	Buildings for local government.	Buildings for local government.			
Central Provinces	24	839	945	2,007	10	2,381	2,081	381	1,084	241	3,404	2,438	1,465
Burma	31	...	...	...	...	...	...	...	...	...	...	...	...
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	54	210	...	...	...	6,877	3,415	6,844	12,931	1,831	20,314	10,396	6,032
North-Western Provinces and Oudh	...	...	...	...	...	10,853	1,930	30,034	4,341	1,157	8,397	6,366	1,817
Punjab	...	...	...	...	...	4,374	582	1,795	1,033	945	947	4,248	2,882
Madras	144	...	...	...	...	27,297	582	2,637	8,109	62	3,549	2,372	3,024
Bombay	207	510	...	...	...	11,045	1,065	1,890	5,097	1,247	8,368	1,045	6,552
Total	510	1,453	945	2,007	747	88,034	10,679	47,400	86,503	6,751	73,156	60,838	91,938

## No. 62 L.—Classified Abstract of Expenditure from Provincial Funds on Repairs to Civil Buildings.

Provinces.	Miscellaneous.										Grand Total.	Less from Contingencies.	Net Total.
	Forest.	Customs.	Post Offices.	Telegraph.	Treasury and Cap.	Land Revenue.	Land Revenue buildings.	Buildings for local government.	Buildings for local government.	Buildings for local government.			
Central Provinces	43	273	1,344	1,067	23	704	87	501	73	526	1,991	1,110	2,148
Burma	22	...	...	...	...	389	...	...	...	...	4,342	2,820	11,607
Assam	...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	...	317	...	...	...	4,531	960	3,582	7,410	2,950	11,702	6,107	6,494
North-Western Provinces and Oudh	...	...	...	...	...	8,058	543	1,827	1,768	1,240	2,158	1,717	7,983
Punjab	...	...	...	...	...	2,519	179	2,424	509	1,094	1,308	3,937	6,464
Madras	8	...	...	...	...	1,762	134	4,412	713	782	1,002	2,092	948
Bombay	302	534	...	...	...	9,558	127	3,144	2,114	2,604	3,071	2,385	5,558
Total	369	1,124	1,144	1,067	531	27,710	2,029	20,916	44,328	11,237	31,992	21,784	39,802



No. 62M.—Classified Abstract of Expenditure from Provincial Funds on Roads and other Works of Communication.

Provinces.	Metalled Roads.		Unmetalled Roads.		Bridges.				Road-bridges and ferries.	Accommodation for travellers.	Arrears.	Grants Total.	Deductions from Contributions.	Net Total.
	Bridges and drains throughout.	Partially bridged and drained.	Bridges and drains throughout.	Partially bridged and drained.	Banked and surfaced with "Mazra" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Classed, but not bridged and drained.	Classed only.						
Central Provinces	Rs. 2,844	7,677	Rs. 649	8,702	Rs. 1,814	11,200	Rs. 814	31	Rs. 50	562	548	Rs. 86,068	Rs. 169	Rs. 34,900
Burma	28,268	610	20,277	4,788	1,117	1,117	8114	836	50	1,014	...	64,628	...	64,628
Assam	4,566	...	17,170	16,713	30	16	933	...	236	3,424	...	42,087	...	42,087
Bengal	6,614	10	1,078	803	909	31	...	...	...	327	...	8,077	447	7,630
North-Western Provinces and Oudh	3,807	1,662	...	7,711	...	...	...	...	648	1,035	...	10,485	...	10,485
Punjab	4,061	1,728	4,165	482	...	...	6,439	1,745	117	324	...	17,190	1,946	15,244
Madras	3,862	1,542	952	2,384	...	...	64	...	...	...	...	13,864	...	13,864
Bombay	2,000	...	...	...	18	...	...	316	...	...	...	7,163	...	7,163
Total	60,161	13,429	44,937	41,007	2,771	12,864	14,549	2,331	1,048	6,624	548	198,792	2,559	196,233

No. 62N.—Classified Abstract of Expenditure from Provincial Funds on Repairs to Roads and other Works of Communication.

Provinces.	Metalled Roads.		Unmetalled Roads.		Bridges.				Road-bridges and ferries.	Accommodation for travellers.	Arrears.	Grants Total.	Deductions from Contributions.	Net Total.
	Bridges and drains throughout.	Partially bridged and drained.	Bridges and drains throughout.	Partially bridged and drained.	Banked and surfaced with "Mazra" or similar material, but not drained.	Banked, but not surfaced, partially bridged and drained.	Classed, but not bridged and drained.	Classed only.						
Central Provinces	Rs. 14,475	6,697	Rs. 2,441	5,178	Rs. ...	6,000	Rs. 2,620	2,640	Rs. 1,324	499	...	Rs. 35,412	Rs. 46	Rs. 35,366
Burma	55,839	2,921	28,134	16,230	...	6,868	2,620	383	2,378	120	90	115,496	9	115,487
Assam	21,577	...	28,478	26,566	290	323	1,966	143	...	2,948	...	55,231	2,461	52,770
Bengal	66,254	307	2,208	2,598	19	...	...	...	6,834	686	...	62,446	...	62,446
North-Western Provinces and Oudh	46,284	2,340	329	7,563	...	167	248	682	14,564	2,756	913	78,364	1,236	77,128
Punjab	7,968	347	7,674	328	...	...	...	...	...	3,070	2,129	93,342	23	91,319
Madras	37,053	15,290	4,317	19,010	79	221	...	360	...	...	1,434	73,293	...	71,859
Bombay	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	316,079	26,420	73,739	70,480	368	16,618	4,734	4,317	24,920	10,500	4,408	551,563	3,537	547,926



No. 650.—Classified Abstract of Expenditure from Provincial Funds on Works of Miscellaneous Public Improvements.

Province.	Improvements to towns.	Markets.	Fencing and streets.	Water-supply.	Drainage and utility.	Harbours.	Light-houses.	Mines.	Miscellaneous.	Grants Total.	Debit Outlay from Contributions.	Net Total.
Central Provinces	R. 44	R. 11	R. 98	R. 17,930	R. 1,452	R. 416	R. 3,351	R. 213	R. 379	R. 19,344	R. 16,207	R. 3,137
Burma	555	...	...	147	189	416	3,351	...	379	5,053	450	4,603
Assam	178	...	...	1,937	111	...	...	213	534	2,073	1,133	1,941
Bengal	...	...	...	...	508	79	...	...	1,263	1,960	224	1,736
North-Western Provinces and Oudh	259	...	...	6,700	680	...	...	...	44	6,823	157	6,666
Punjab	240	366	70	807	5,058	...	...	...	6,305	11,868	14,155	-2,287
Madras	5,723	...	...	13,504	3,096	...	...	7	15	23,343	16,539	6,804
Bombay	4	...	...	222	...	...	...	...	644	870	81	789
Total	6,929	386	166	40,247	11,693	494	8,251	230	8,248	91,008	49,975	41,033

No. 62 P.—Classified Abstract of Expenditure from Provincial Funds on Repairs to Works of Miscellaneous Public Improvements.

Province.	Improvements to towns.	Markets.	Fencing and streets.	Water-supply.	Drainage and utility.	Harbours.	Light-houses.	Mines.	Miscellaneous.	Grants Total.	Debit Outlay from Contributions.	Net Total.
Burma	R. 538	R. 24	R. 20	R. 115	R. 43	R. 875	R. 1,088	R. 1,331	R. 1,331	R. 4,274	R. 1,118	R. 3,156
Assam	38	16	...	1,604	...	...	...	...	544	2,353	666	1,687
Bengal	...	...	...	...	81	652	86	...	6,008	5,801	...	2,001
North-Western Provinces and Oudh	331	...	...	141	...	...	...	...	166	630	47	583
Punjab	1,048	...	8,412	565	16	...	...	...	612	6,648	456	6,192
Madras	1,552	...	...	...	300	...	...	...	55	1,907	69	1,838
Bombay	210	...	55	27	...	221	104	...	1,024	2,613	14	2,623
Total	3,753	39	8,437	3,472	440	1,748	1,298	...	11,027	94,174	2,660	91,514



No. 62Q.—Classified Abstract of Expenditure from Incorporated Local Funds on Civil Buildings—Works.

Province.	Post office.	Land revenue buildings.	Excise buildings.	Minor Departments.	Educational.	Law and Justice.	Jails.	Police.	Medical.	Public Works buildings.	Miscellaneous.	Grants Total.	Deduct Outlay from Contributions.	Net Total.
Central Provinces . . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. 161	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. 69	Rs. . . . .	Rs. . . . .	Rs. 280	Rs. . . . .	Rs. 280
Burma . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	2,337	.. . . .	1,123	3,460	.. . . .	3,460
Assam . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	342	342	.. . . .	342
North-Western Provinces and Oudh . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	2,061	.. . . .	.. . . .	.. . . .	1,430	81	.. . . .	4,002	699	3,303
Punjab . . . . .	.. . . .	34	.. . . .	.. . . .	1,637	28	.. . . .	.. . . .	1,502	.. . . .	1,367	4,529	.. . . .	4,529
Madras . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	1	1	.. . . .	1
Bombay . . . . .	.. . . .	92	.. . . .	.. . . .	760	.. . . .	.. . . .	.. . . .	2,069	.. . . .	178	3,052	.. . . .	3,053
TOTAL . . . . .	.. . . .	126	.. . . .	.. . . .	4,689	28	.. . . .	.. . . .	7,741	81	2,941	15,616	699	14,917

No. 62R.—Classified Abstract of Expenditure from Incorporated Local Funds on Repairs to Civil Buildings.

Province.	Post office.	Land revenue buildings.	Excise buildings.	Minor Departments.	Educational.	Law and Justice.	Jails.	Police.	Medical.	Public Works buildings.	Miscellaneous.	Grants Total.	Deduct Outlay from Contributions.	Net Total.
Rajputana . . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. . . . .	Rs. 23	Rs. . . . .	Rs. . . . .	Rs. 23	Rs. . . . .	Rs. 23
Burma . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	141	.. . . .	328	479	.. . . .	479
Assam . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	.. . . .	247	247	.. . . .	247
North-Western Provinces and Oudh . . . . .	.. . . .	.. . . .	.. . . .	11	2,341	.. . . .	.. . . .	.. . . .	2,643	24	13	5,323	100	5,223
Punjab . . . . .	.. . . .	1,734	35	.. . . .	3,038	409	.. . . .	5	1,373	.. . . .	1,691	6,278	.. . . .	6,278
Bombay . . . . .	.. . . .	.. . . .	.. . . .	.. . . .	102	.. . . .	.. . . .	.. . . .	193	.. . . .	9	304	.. . . .	304
TOTAL . . . . .	.. . . .	1,834	36	11	5,476	409	.. . . .	5	4,372	24	2,298	14,552	100	14,452



No. 625.—Classified Abstract of Expenditure from Incorporated Local Funds on Roads and other Works of Communication.

Province.	Improved Roads.			Unimproved Roads.			Bridges.		Hut- buildings and offices.	Accommoda- tion for travellers.	Agriculture.	Machineries.	Navigable canals.	Grays Totals.	Deficit Outlay from Contributions.	Net Totals.
	Bridges and drained throughout.	Partially bridged and drained.	Bridges and drained throughout.	Partially bridged and drained.	Banked and surfaced with materials, but not drained.	Banked but not surfaced, partially bridged and drained.	Classed, partially bridged and drained.	Classed only.								
Rajputana	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...
Coorg	... 8	... 573	... 143	... 573	... 1,206	... 1,206	... 1,206	... 1,206	... 405	... 114	... 174	...	...	... 366	...	... 366
Central Provinces	... 1,007	... 871	... 143	... 871	... 1,206	... 1,206	... 1,206	... 1,206	... 405	... 114	... 174	...	...	... 366	...	... 366
Burma	... 3,147	... 1,596	... 3,147	... 1,596	... 1,206	... 1,206	... 1,206	... 1,206	... 405	... 114	... 174	...	...	... 366	...	... 366
Assam	... 800	... 1,127	... 7,443	... 1,127	... 2,213	... 2,213	... 2,213	... 2,213	... 718	... 148	...	...	...	... 23,564	...	... 23,564
North-Western Prov- inces and Oudh	... 7,978	... 10,029	... 6,749	... 10,029	... 1,847	... 1,847	... 1,847	... 1,847	... 10	... 268	...	...	...	... 28,523	...	... 28,523
Punjab	... 1,913	... 6,844	... 1,854	... 6,844	... 6	... 6	... 6	... 6	... 118	... 625	...	...	...	... 12,680	...	... 12,680
Melara	... 1,491	... 20,330	... 2,348	... 20,330	... 333	... 333	... 333	... 333	... 731	... 180	...	...	...	... 23,064	...	... 23,064
Bombay	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	14,136	4,558	23,387	51,990	1,550	5,536	5,536	939	2,023	1,109	174	...	...	111,123	366	110,756

No. 627.—Classified Abstract of Expenditure from Incorporated Local Funds on Repairs to Roads and other Works of Communication.

Province.	Improved Roads.			Unimproved Roads.			Bridges.		Bridges and offices.	Accommoda- tion for travellers.	Agriculture.	Machineries.	Navigable canals.	Grays Totals.	Deficit Outlay from Contributions.	Net Totals.
	Bridges and drained throughout.	Partially bridged and drained.	Bridges and drained throughout.	Partially bridged and drained.	Banked and surfaced with materials, but not drained.	Banked but not surfaced, partially bridged and drained.	Classed, partially bridged and drained.	Classed only.								
Rajputana	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...	Rx. ...
Coorg	... 72	... 411	... 1,294	... 411	... 1,294	... 1,294	... 1,294	... 1,294	... 68	... 114	... 174	...	...	... 366	...	... 366
Central Provinces	... 1,274	... 847	... 1,294	... 847	... 1,294	... 1,294	... 1,294	... 1,294	... 68	... 114	... 174	...	...	... 366	...	... 366
Burma	... 8,492	... 2,218	... 2,218	... 2,218	... 1,294	... 1,294	... 1,294	... 1,294	... 68	... 114	... 174	...	...	... 366	...	... 366
Assam	... 303	... 14,117	... 15,833	... 14,117	... 560	... 560	... 560	... 560	... 408	... 383	...	...	...	... 24,681	...	... 24,681
North-Western Prov- inces and Oudh	... 55,282	... 3,356	... 4,743	... 3,356	... 241	... 241	... 241	... 241	... 481	... 186	... 629	...	...	... 70,253	... 170	... 69,883
Punjab	... 11,409	... 7,894	... 4,825	... 7,894	... 212	... 212	... 212	... 212	... 481	... 2,187	...	...	...	... 30,249	...	... 30,249
Madras	... 1,270	... 886	... 1,270	... 886	... 13	... 13	... 13	... 13	... 181	... 285	...	...	...	... 3,157	...	... 3,157
Bombay	... 19,158	... 31,980	... 4,137	... 31,980	... 3,401	... 1,737	... 571	... 460	... 1,383	... 285	... 404	...	...	... 68,183	...	... 68,183
TOTAL	90,577	17,774	35,825	49,638	4,789	4,930	4,930	2,939	2,396	3,136	1,033	740	...	217,256	570	216,686



No. 62 U.—Classified Abstract of Expenditure from Incorporated Local Funds on Works of Miscellaneous Public Improvements.

Province.	Improvements to towns.	Mutual.	Paving and streets.	Water-supply.	Drainage and sewage.	Harbours.	Light-houses.	Miscellaneous.	Grand Total.	India Outlay from Contributions.	Net Total.
Cong.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Central Provinces	...	78	...	...	...	...	...	56	120	...	120
Burma	...	...	...	...	...	...	...	...	...	...	...
Assam	13	7,815	1,423	184	...	452	...	66	9,453	...	9,453
North-Western Provinces and Oudh	...	184	...	2,726	791	...	...	1,466	4,666	...	4,666
Punjab	564	...	...	114	...	...	...	904	1,572	...	1,572
Madras	769	...	107	1,837	93	...	...	256	2,841	...	2,841
Bombay	...	...	...	7,567	116	...	...	5	7,710	...	7,710
Total	1,636	7,572	1,316	12,446	501	452	...	2,747	26,670	7	26,688

No. 62 V.—Classified Abstract of Expenditure from Incorporated Local Funds on Repairs to Works of Miscellaneous Public Improvements.

Province.	Improvements to towns.	Mutual.	Paving and streets.	Water-supply.	Drainage and sewage.	Harbours.	Light-houses.	Miscellaneous.	Grand Total.	India Outlay from Contributions.	Net Total.
Cong.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Upper Burma	...	3	...	13	...	...	...	45	69	...	69
Assam	...	1,280	1,940	...	...	535	...	30	2,814	...	2,814
North-Western Provinces and Oudh	181	253	...	863	220	...	...	516	1,849	...	1,849
Punjab	...	...	...	7	834	...	...	1,030	1,877	...	1,877
Madras	224	...	1,052	3,896	81	...	...	266	4,908	...	4,908
Bombay	...	...	...	7	...	...	...	...	7	...	7
Total	355	1,511	2,992	6,763	335	566	...	1,516	13,941	39	13,902



No. 62W.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Civil Buildings—Works.

PROVINCE.	Forest.	Cumans.	Balt.	Opium.	Post offices.	Telegraph.	Land Revenue buildings.	Police buildings.	Political Agencies.	Educational.	Economic.	Law and Justice.	Jails.	Police.	Miscellaneous.	Grants Total.	Direct Outlay from Contributions.	Net Total.
Baluchistan . . . . .	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	...	...	...	...	...	...	339	26	656	231	...	8	...	278	174	50	1,700	...
																		1,760

No. 62X.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Repairs to Civil Buildings.

PROVINCE.	Forest.	Customs.	Balt.	Opium.	Post offices.	Telegraph.	Land Revenue buildings.	Police buildings.	Political Agencies.	Educational.	Economic.	Law and Justice.	Jails.	Police.	Miscellaneous.	Grants Total.	Direct Outlay from Contributions.	Net Total.
Baluchistan . . . . .	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	...	...	...	...	...	...	85	12	685	14	...	30	1	63	43	904	...	904
Mysore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	502	502	...	502
TOTAL . . . . .	...	...	...	...	...	...	85	12	685	14	...	30	1	63	545	1,406	...	1,406

No. 62Y.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Roads and other Works of Communication.

PROVINCE.	GRAVELLED ROADS.			UNGRAVELLED ROADS.			BRIDGES.				BOAT-BRIDGES AND FERRIES.	ACCOMMODATION FOR TRAVELLERS.	AGRICULTURE.	GRANTS TOTAL.	DIRECT OUTLAY FROM CONTRIBUTIONS.	NET TOTAL.
	Bridges and drains through huts.	Partially bridged and drains.	Partially bridged and drains.	Bridges and drains through huts.	Partially bridged and drains.	Partially bridged and drains.	Partially bridged and drains.	Partially bridged and drains.	Partially bridged and drains.	Partially bridged and drains.						
Baluchistan . . . . .	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	62	...	...	...	...	...	...	...	...	...	...	...	...	1,160	...	1,160



*No. 692.—Classified Abstract of Expenditure from Imperial Funds by Civil Department on Repairs to Roads and other Works of Communication.*

[illegible]

No. 624a.—*Classified Abstract of Expenditure from Imperial Funds by Civil Department on Works of Miscellaneous Public Improvements.*

PROVINCE.	Improvements to house.	Matting.	Fencing and drainage.	Water-supply.	Crops and drainage.	Mines.	Miscellaneous.	Grand Total.	Deficit Owing from Contributions.	Net Total.
Province . . . . .	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	...	...	...	8	78	...	...	61	...	84

No. 62Ab.--Classified Abstract of Expenditure from Imperial Funds by Civil Department on Repairs to Works of Miscellaneous Public Improvements.

PROVINCES.	Improvements to Docks.		Bridges.	Paving and streets.	Water-works, &c.	Sewage and drainage.	Bridges.	Miscellaneous.	Grants Total.	Deduct Owing from Contributions.	Net Total.
	Rs.	P.									
Bombay	100	0	0	0	0	0	0	0	100	0	100
Madras	100	0	0	0	0	0	0	0	100	0	100
Calcutta	100	0	0	0	0	0	0	0	100	0	100
Batavia	100	0	0	0	0	0	0	0	100	0	100
Singapore	100	0	0	0	0	0	0	0	100	0	100
Penang	100	0	0	0	0	0	0	0	100	0	100
Malacca	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100	0	0	0	0	0	0	0	100	0	100
Goa	100	0	0	0	0	0	0	0	100	0	100
Portuguese India	100	0	0	0	0	0	0	0	100	0	100
Maldives	100	0	0	0	0	0	0	0	100	0	100
Sumatra	100	0	0	0	0	0	0	0	100	0	100
Java	100	0	0	0	0	0	0	0	100	0	100
Borneo	100	0	0	0	0	0	0	0	100	0	100
Philippines	100	0	0	0	0	0	0	0	100	0	100
Siam	100	0	0	0	0	0	0	0	100	0	100
Cochin	100										

No. 62A.—*Classified Abstract of Expenditure from Provincial Funds by Civil Department on Civil Buildings—Works.*

PROVINCE.	Revenue.	Administration.	Minor Departments.	Educational.	Religious &c.	Law and Justice.	Jails.	Police.	Medical.	Public Works.	Miscellaneous.	Grand Total.	Deputy Cashier from Contributions.	Net Total.
Bengal	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North-Western Provinces and Oudh	...	134	...	...	...	...	...	172	...	8	...	136	...	136
Bihar	...	...	...	...	...	...	...	...	...	...	...	449	...	449
Madras	...	...	...	...	...	307	4,800	...	...	...	...	4,807	...	4,807
Total	...	134	1	...	...	307	4,800	172	...	8	271	5,192	...	5,192



No. 62Ad.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Repairs to Civil Buildings.

PROVINCES.	Admini- stration.	Minor De- partmental.	Scientific.	Law and Justice.	Jails.	Police.	Educational.	Medical.	Public Works, Miscellaneous.	GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
Bengal	Rx.	...	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
North-Western Provinces and Oudh	...	77	153	...	...	1,760	14	9	128	281	...	281
Madras	...	...	...	1,312	...	...	...	...	311	4,447	...	4,447
	...	...	...	...	...	...	...	...	...	1,312	...	1,312
<b>TOTAL</b>	...	77	163	1,312	...	1,780	14	9	3,384	6,040	...	6,040

No. 62Ae.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Bonds and other Works of Communication.

PROVINCES.	METALLED ROADS.			UNMETALLED ROADS.			RAILS.			GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Banked and not surfaced, or partially banked and drained.	Banked, but not surfaced, or partially banked and drained.	Cleared, partially banked and drained.			
Assam	Rx.	...	Rx.	Rx.	217	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	...	...	...	...	270	...	...	...	...	219	...	219
North-Western Provinces and Oudh	...	...	...	...	...	...	...	...	...	1,197	...	1,197
Madras	...	...	...	...	...	...	...	...	...	187	...	187
	...	...	...	...	...	...	...	...	...	215	...	215
<b>TOTAL</b>	668	764	526	223	...	...	8	193	230	1,818	...	1,818

No. 62Af.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Repairs to Roads and other Works of Communication.

PROVINCES.	METALLED ROADS.			UNMETALLED ROADS.			RAILS.			GRAND TOTAL.	Deduct Outlay from Contributions.	Net Total.
	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Partially bridged and drained.	Banked and not surfaced, or partially banked and drained.	Banked, but not surfaced, or partially banked and drained.	Cleared, partially banked and drained.			
Assam	Rx.	...	Rx.	Rx.	4	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal	...	...	...	...	100	...	...	...	...	785	...	785
North-Western Provinces and Oudh	...	...	...	...	240	...	...	...	...	4,615	...	4,615
Madras	...	...	...	...	809	...	...	...	...	1,423	...	1,423
	...	...	...	...	...	...	...	...	...	6,800	...	6,800
<b>TOTAL</b>	1,803	736	665	1,373	...	...	587	1,387	975	13,883	1,050	12,933



No. 62Aq.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Works of Miscellaneous Public Improvements.

Province.	Improvements to towns.	Markets.	Feeling and street lights.	Water-supply.	Sewage and drainage.	Harbours.	Lighthouses.	Mines.	Miscellaneous Grants Total.	Deduct Outlay from Contributions.	Net Total.
Assam	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal	...	...	...	...	...	...	...	...	7,904	...	7,904
North-Western Provinces and Oudh	...	...	...	...	...	...	...	...	385	...	385
Madras	8	...	...	983	...	...	...	...	2,486	...	3,469
	25	...	...	31,988	...	...	...	...	...	...	32,013
Total	33	...	...	32,971	...	...	...	...	10,364	...	33,794

No. 62Ah.—Classified Abstract of Expenditure from Provincial Funds by Civil Department on Repairs to Works of Miscellaneous Public Improvements.

Province.	Improvements to towns.	Markets.	Feeling and street lights.	Water-supply.	Sewage and drainage.	Harbours.	Lighthouses.	Mines.	Miscellaneous Grants Total.	Deduct Outlay from Contributions.	Net Total.
Bengal	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
North-Western Provinces and Oudh	...	...	...	...	...	...	...	...	449	...	449
Madras	100	...	...	987	...	...	...	...	7,304	...	8,091
	102	...	...	30	75	...	...	...	...	...	308
Total	202	...	...	987	75	...	...	...	7,353	...	8,340



No. 624i.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Civil Buildings.

Provinces.	Customs.	Opium.	Post offices.	Telegraph.	Administration.	Minor Departments.	Recreational.	Ecological.	Law and Justice.	Jails.	Police.	Medical.	Public Works.	Miscellaneous.	Grants Total.	Debit of Delay from Contributions.	New Total.
Rajputana	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central India	...	...	...	...	...	...	180	...	...	...	140	...	...	...	379	...	379
Central Provinces	...	...	...	...	19	...	...	...	...	...	50	17	...	...	67	...	67
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	94	...	94
Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	372	...	372
North-Western Provinces and Oudh	...	...	67	683	8,438	...	300	316	5,324	8,376	305	3,763	1,223	4,769	30,157	...	30,157
Madras	...	...	...	...	5	...	990	...	...	...	...	911	15	143	1,359	...	1,358
Bombay	...	...	...	...	413	...	3,158	...	...	...	...	4,129	2,603	3,921	11,837	...	11,837
	...	...	...	...	...	...	3,228	...	...	...	...	208	...	77	3,927	...	3,927
Total	...	...	67	583	8,864	...	7,310	638	5,324	8,376	937	8,385	4,580	7,977	48,101	...	48,101

No. 624j.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Repairs to Civil Buildings.

Provinces.	Customs.	Opium.	Post offices.	Telegraph.	Administration.	Minor Departments.	Educational.	Ecological.	Law and Justice.	Jails.	Police.	Medical.	Public Works.	Miscellaneous.	Grants Total.	Debit of Delay from Contributions.	New Total.
Rajputana	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Central India	...	...	...	...	...	...	55	...	...	...	...	...	...	...	71	...	71
Central Provinces	...	...	...	...	21	...	...	...	...	...	180	13	...	...	379	...	379
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	108	...	108
Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	264	...	264
North-Western Provinces and Oudh	...	13	357	198	4,889	16	900	116	873	2,723	1,624	1,008	1,369	5,318	19,179	...	19,179
Madras	...	...	...	...	69	...	5,313	...	...	...	...	181	50	24	5,683	...	5,683
Bombay	...	...	...	...	37	...	991	...	...	...	...	2,339	894	3,934	8,318	...	8,318
	...	...	...	...	...	...	7,104	...	...	...	...	457	...	59	7,707	...	7,707
Total	...	13	357	198	5,046	37	14,363	116	883	2,723	2,005	3,987	2,420	9,306	61,414	...	61,414



No. 624k.—*Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Roads and other Works of Communication.*

PROVINCES.	MOTTLED ROADS.		UNIMPROVED ROADS.		VOLUMES.				Accommoda- tion for travelers.	Archer- cannons.	GRAND TOTAL.	Debit Outlay from Contributions.	Net Total.
	Bridged and drained throughout.	Partially bridged and drained.	Bridged and drained throughout.	Partially bridged and drained.	Basket and surfaced with "Munim" or similar materials, but not drained.	Repacked, but not surfaced, partially bridged and drained.	Closed, partially bridged and drained.	Closed only.					
	Rs.	Rz.	Rs.	Rz.	Rs.	Rz.	Rs.	Rz.	Rs.	Rz.			
Rajputana	50		58				128		91		50		50
Central Provinces	38		4,138		384		412		364		340		340
Berara	2,241		9,289		4,102		6,948		1,594		14,961		16,981
Bengal	8,774		5,685		4		212		10,407		62,857		62,857
North-Western Provinces and Oudh	43		543		234		177		283		1,967		1,967
Madras	16,953		4,689		3,384		1,173		9,672		45,650		45,650
Bombay	4		75		941		104		3,317		10,167		10,167
Total	26,102	11,049	16,870	17,068	7,805	9,035	6,562	3,490	24,963	703	137,532		137,532

No. 62 A1.—*Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Repairs to Roads and other Works of Communication.*

[illegible]




**62Aa.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Works of Miscellaneous Public Improvements.**

PROVINCES.	Improvements to town.	Markets.	Paving and streets.	Water-supply.	Sewerage and drainage.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Rajputana	Rs. 28	Rs. ...	Rs. ...	Rs. 3	Rs. ...	Rs. ...	Rs. 30	Rs. ...	Rs. 30
Central Provinces	10	...	...	304	28	...	348	...	348
Burma	1,853	7,806	132	1,129	685	785	11,890	...	11,890
Bengal	4	...	...	10,747	148	869	11,763	...	11,763
North-Western Provinces and Oudh	...	...	...	99	18	21	196	...	196
Madras	269	8,900	...	1,687	203	1,644	7,746	...	7,746
Bombay	8	22	80	19,392	254	638	20,224	...	20,224
TOTAL	2,275	11,138	162	23,200	1,180	9,937	51,872	...	51,872

**No. 62Aa.—Classified Abstract of Expenditure from Incorporated Local Funds by Civil Department on Repairs to Works of Miscellaneous Public Improvements.**

PROVINCES.	Improvements to town.	Markets.	Paving and streets.	Water-supply.	Sewerage and drainage.	Miscellaneous.	Grand Total.	Deduct Outlay from Contributions.	Net Total.
Rajputana	Rs. 1	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. ...	Rs. 1	Rs. ...	Rs. 1
Central Provinces	3	6	...	197	85	17	13	...	13
Burma	678	1,138	...	466	116	162	2,668	...	2,668
Bengal	...	...	...	2,587	960	8,701	2,455	...	2,455
North-Western Provinces and Oudh	80	...	...	74	119	98	7,159	...	7,159
Madras	...	1,208	40	4,067	17	11,708	331	...	331
Bombay	2	6	...	11,328	80	9,243	17,109	...	17,109
TOTAL	614	2,493	40	18,631	1,177	18,924	41,824	...	41,824



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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Memorandum on the snowfall in the mountain districts bordering Northern India and the abnormal features of the weather in India during the past year, with a forecast of the probable character of the south-west monsoon rains of 1899.**

The present memorandum is drawn up in accordance with the practice of the past fifteen years, and includes, firstly, a brief summary of the information received from various officers relating to the snowfall of the past winter or cold weather in the Afghan mountains and the Himalayan area; secondly, a statement of the chief peculiarities or abnormal features of the meteorology of India during the past year; and, thirdly, a forecast of the probable character of the approaching south-west monsoon rains based on this information.

The forecast is based in part on the snowfall information and on the abnormal features of the weather during the past five months, and in part on a comparison with the meteorology of the previous twenty-two years, so far as it is available. It is necessary to point out that the forecast is a statement of probabilities and not of certainties, and that it is liable to error from the limitation and uncertainty of part of the data on which it is based. It has been drawn up after a consideration of all the available information, but it should, to use the words of the Famine Commission Report, "*be used with due caution.*"

The monsoon forecasts, as at present issued, necessarily leave out of consideration two important points on which the agricultural value of the monsoon rainfall largely depends, *viz.*:

- (1) the probability of the occurrence of a prolonged break in the rains in July or August;
- (2) the probability of the unusually early termination of the rains in North-Western and Central India or in Bengal;

and are hence imperfect every year to that extent.

The chief features or conditions which influence and determine the extension and general strength of the south-west monsoon currents are as follows:

*1st.*—The amount and time of occurrence of the cold weather snowfall in the mountain districts adjacent to Northern India.

*2nd.*—The local peculiarities of the weather in India immediately antecedent to the advance of the monsoon currents across the coasts of Bombay and Bengal into the interior, and which, it is found, are generally initiated during the hot weather, and are frequently more or less persistent in character. These abnormal features are, on the whole, best estimated by means of the variations of pressure from the normal.

*3rd.*—Local peculiarities in the Bay of Bengal and Arabian Sea, over which the monsoon currents pass before they reach India, and probably also the Indian Ocean, which is the source of the massive current of the south-west monsoon in India.

The first of these conditions or factors is mainly influential in determining the northern limits of the monsoon rains, heavy and prolonged snowfall in the Western Himalayan area either preventing or delaying the extension of the monsoon current over Upper India during the rainy season. Heavy and untimely snowfall in April and May especially exercises a very powerful influence in this way.

The second factor determines those large local district or provincial variations of rainfall during the monsoon, which are evidently due to persistent local



conditions or peculiarities, and not to general causes influencing the whole of India more or less.

The third and last factor is at least of equal importance with the preceding two, but it is that on which information is most difficult to obtain and is least in amount and longest in being received. In fact, information respecting the weather conditions in the Arabian Sea, Bay of Bengal or the Indian Ocean has hitherto been rarely received in time to be utilized in drawing up the annual forecasts. Special arrangements have been made to obtain telegraphic information from Zanzibar, Mauritius and the Seychelles in the hope that it might throw some light upon the conditions at present prevailing in the south-east trades region in the Indian Ocean.

### REPORTS OF SNOWFALL ON THE AFGHAN MOUNTAINS AND HIMALAYAS DURING THE WINTER OF 1898-1899.

The whole of the information referring to the snowfall in the mountain districts bordering Northern India for each month of the year is now published as it is received in the India Monthly Weather Reviews.

The following gives a brief summary of the information relating to the snowfall of the past cold weather obtained up to date.

#### I.—AFGHAN MOUNTAIN DISTRICTS.

##### HILLS WEST OF DERA ISMAIL KHAN, INCLUDING WAZIRISTAN.

##### (1) WANA.

The following is a summary of the reports received from the Political Officer, Waziristan:

*November.*—No snow was reported.

*December.*—Light snow fell on the night of the 20th—21st on the highest peaks and heavy snow on the 24th, and during the period, 27th to the 29th, down to about 8,000 feet. Snow was lying to the depth of 3 to 6 inches on the peaks above 8,000 feet high at the end of the month.

*January.*—Light falls of snow occurred on the highest peaks on the 12th and 30th.

*February.*—Snow fell on the 3rd, 5th, 8th, 9th, 10th, 13th and 23rd of this month on the Marwattai hills above 7,500 feet. There was a slight accumulation of snow on the north faces of the hills at the end of the month.

*March.*—Snow fell on the 11th, 12th, 13th, 26th and 27th on the Marwattai hills. The falls were generally light and melted rapidly.

*April.*—No snow fell on the Marwattai hills. The snowfall of the past winter was much lighter than usual throughout the whole winter.

##### (2) DERA ISMAIL KHAN (KULACHI BORDER).

The following is a summary of the reports received through the Deputy Commissioner, Dera Ismail Khan District:

*December.*—Snow fell on the higher peaks of the Suleiman Range from the 28th to the 30th. The total fall varied in depth from  $1\frac{1}{2}$  feet to 3 feet on the higher peaks. It soon melted.

*January.*—Fine weather prevailed throughout the month until the 30th when a snowstorm gave 5 feet of snow to the higher peaks of the Suleiman Range.

*February.*—Frequent storms occurred during the month, and snow fell on the 2nd, 3rd, 4th, 8th, 9th, 10th, 14th and 15th on the Suleiman Range. The



total fall on the higher peaks is stated to have been 30 feet in depth. (This estimate is probably much exaggerated.)

The Deputy Commissioner states that "during the year 1898-99 the depth of the snowfall on the Suleiman Range amounted to 41 feet as against 23 feet in 1897-98."

### (3) KURRAM.

The following is a summary of the reports received from the Superintendent of the Meteorological Observatory, Parachinar, and the Political Officer, Kurram Valley:

*September.*—Snow fell on the highest peaks of the Sufed Koh on the 15th, 17th and 28th.

*November.*—Light snow fell on the highest peaks on the 15th, 17th and 25th.

*December.*—Snow fell on eleven days during the month. The falls descended to heights varying from 16,000 feet at the beginning of the month to 8,000 feet at the end of the month. During the last storm of the month (on the 28th), which was very heavy, snow fell down as low as Kohat (elevation 1,767 feet).

*January.*—The month was much finer than usual. Snowstorms occurred on the 12th, 13th, 29th and 30th, but the falls were very light.

*February.*—Snow fell on the 4th and 5th and again from the 7th to the 10th and also from the 12th to the 14th and the 22nd to the 24th. 2½ feet of snow were reported to be lying on the Peiwar Kotal at the end of the month.

*March.*—There were snowstorms on the 2nd, 3rd, 9th, 11th, 12th, 15th, 16th and the 27th to the 29th. The last storm of the month occurred on the highest peaks of the Sufed Koh above 14,000 feet. About 6 inches of snow were lying on the Peiwar Kotal at the end of the month.

*April.*—Snow fell on six days in April, *viz.*, the 4th and the 14th to the 18th on peaks above 16,000 feet in elevation. There was practically no snow lying on the Sufed Koh on the 15th of May. The snowfall of the past winter was less than that of the preceding winter and below the normal.

### (4) THAL SUB-DIVISION (KOHAT DISTRICT).

The Assistant Commissioner, Thal, writes that "during the past winter there has been no snowfall in any part of the sub-division, except the Samana Range, where the fall is estimated at 3 feet."

### (5) KABUL.

The following is a summary of the information received from the Meteorological Observer, Kabul, through the British Agent:

*December.*—Snow fell on the 18th, 25th and 28th, but the falls were light. The Paghman and adjoining hills were covered with snow at the end of the month.

*January.*—A storm gave light falls of snow on the 29th and 30th.

*February.*—Snow fell on the 2nd, 8th, 9th, 10th, 13th, 14th and 23rd. The falls at Kabul were light, and the total of the month was only 14 inches. The storm of the 13th and 14th was severe and extended as far south as Ghazni, closing the passes for a fortnight. There was no snow accumulation in the valley at the end of the month. The Paghman hills were covered with snow throughout the month.

*March.*—Light snow fell on the 3rd, 9th and 15th. The Paghman mountains were covered with snow at the end of the month, but no information had been received of the depth of the accumulation. The snowfall of the past winter is considered by the inhabitants of Kabul to be considerably below the normal.



## (6) KHYBER PASS DISTRICT.

The following is a summary of a report of the snowfall in this area during the months of January and February forwarded by the Political Officer:

"During the winter the snowfall, compared with former years, has been very slight indeed. At Lundi Kotal, i.e., on the Loargi Plain (3,600 feet elevation), the snow in January melted as it fell, and there was no accumulation. The snowfall on Tor Sappar (5,260 feet) and what is shown on district maps as the Tartara Peak (6,775 feet) must have averaged on each occasion between 6 and 8 inches. There were three falls during the winter—one late in January and two in February. The snowfall in Maidan has also been scanty compared with former years.

"The inhabitants generally state that, compared with former years, they have had no snowfall at all this year."

## (7) CHITRAL.

The following gives comparative data of the precipitation at the recently established observatories of Chitral and Drosh for the period November to April:

*Chitral.*

Year.	RAINFALL.						Total fall, November 1898 to April 1899.
	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	
	Inch.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
1898-97 . . . . .	0	0'02	4'88	2'94	4'65	4'80	18'69
1897-98 . . . . .	0	1'68	0'63	1'65	15'25	6'08	25'49
1898-99 . . . . .	0'05	1'55	0'10	2'28	3'11	2'10	9'14

*Killa Drosh.*

1897-98 . . . . .	0	1'98	1'45	1'26	12'12	5'34	22'15
1898-99 . . . . .	0	1'16	0	2'19	2'27	2'66	8'28

The data establish conclusively that the precipitation of the past winter was much less in amount at these stations than during the previous two winters, and suggest that the snowfall in that mountain district was very considerably below the normal and probably barely 50 per cent. of the normal fall.

The following report has been received from the officer in medical charge, Killa Drosh:—"The post of Drosh is about 4,500 feet high. Snowfall generally occurs in the territories of Drosh during the months of October, November, December, January, February, March and April and is of frequent occurrence on the higher mountain ranges and of occasional occurrence over the valley. There is one mountain to the east of Killa Drosh about 16,000 feet high. It is covered with snow during the whole year. To the west of Killa Drosh is a lower mountain range about 11,000 feet high. The Lawarai Pass, which is about 18 miles to the south of Drosh, is 10,000 feet high. Snow lies there more or less nearly throughout the whole year except the months of August and September. There were 21 falls of snow during the year on the following dates:—23rd October, 13th November, 12th, 16th, 17th and 24th December, 2nd and 14th of January,



14th and 23rd February, 2nd, 4th, 12th, 15th, 16th, 26th and 27th of March and the 10th, 11th, 16th and 17th of April. The falls from the 14th January to the 26th March extended to Drosh and the neighbouring hills. The remaining falls were received on the higher ranges only. The area over which these storms are known to have extended is about 50 miles to the north, east and west and about 30 miles to the south of Drosh.

"The total snowfall during the past winter at Drosh was 4 feet and 11 inches in amount. The depth of snow over the peaks of the highest mountains is not at present known, but is probably about 10 feet on the mountains situated to the east of Killa Drosh. The Lawarai Pass is covered with a considerable amount of snow at present; the depth of snow is estimated from 3 to 10 feet.

"The inhabitants of the country state that the snowfall during the past winter was less than in the corresponding period of the previous year."

## II.—HIMALAYAS.

### (A) THE PUNJAB AND KASHMIR HIMALAYAS.

#### (1) HAZARA.

The following report has been received from the Deputy Commissioner, Hazara District:

"The first fall of snow on the highest peaks occurred in October. It was, however, light and soon melted. The first heavy fall occurred on the 29th December down to 4,500 feet. The depth of the fall at a height of 10,000 feet was probably one foot. Light snow fell again down to 6,000 feet on the 6th and 7th January and more or less heavy snow on the 3rd, 5th, 6th, 7th, 10th, 11th, 14th and 15th February. The total fall at a height of 10,000 feet measured about 6 feet in depth. Snow fell down to 7,000 feet on the 6th, 9th, 12th, 13th, 14th and 16th March and on the higher mountains down to 8,000 feet on the 12th, 16th, 17th, 18th and 19th April. The total fall in April was from 1 to 3 feet.

"The storms extended over the whole of the ranges in this district and between the storms the weather was generally fine.

"There was about 2 feet of snow on the Babusar Pass on the 5th of May and some snow as far down as Narau in the Kagan Valley and on the hills over 10,000 feet high.

"The total fall of the winter was somewhat less than usual."

#### (2) MURREE.

The following tables give statements of the snowfall as measured at Murree and on the hills near Kahuta during the past and preceding winters for comparison:

Station.	TOTAL FALL OF SNOW IN THE MONTH OF					Total of period, 1898-99.
	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree	0 11	0 3	6 4	Nil	Nil	7 6
Kahuta	...	Nil	7 0	Nil	Nil	7 0



Station.	TOTAL FALL OF SNOW FROM JANUARY TO MARCH IN											Average of eleven years.
	1899.	1898.	1897.	1896.	1895.	1894.	1893.	1892.	1891.	1890.	1889.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
Murree	7 6	6 3½	10 2½	7 5	11 10	15 9	20 4	0 5	29 0	3 6	7 3	11 9
Kahuta	7 0	23 2	4 0	1 0	6 0	5 0	18 0	Nil	5 3	0 9	4 3	5 10

The data show that the snowfall at Murree was considerably below the normal and was comparable in amount with the falls in the cold weathers of 1898, 1896 and 1889. The fall at Kahuta was, on the other hand, slightly above the average of the past eleven years.

### (3) KASHMIR.

The following account of the snowfall in Kashmir during the early part of the winter was received from the Meteorological Reporter to the Kashmir State in February last :

"The Kashmiris say that a severe winter in the valley is usually followed by a mild one and *vice versa*. Last year's winter was unusually dry, and it was therefore anticipated that during this winter heavy snow would fall, and this anticipation is now a realisation. The snowfall in and around the Kashmir Himalayas during this winter has been heavy, though not more than the average.

"Snow began to fall earlier than usual this winter, and a great deal fell in December and in February, whilst in January very little fell.

"In January the weather was generally colder but finer than usual. At the end of the month it was thought that the winter was over, but it suddenly changed on the 2nd February when a snowstorm occurred lasting 8 hours. Another snowstorm, more severe than the first, occurred on the 4th February and lasted for twenty-four hours, bringing down 2 feet of snow. Two other storms occurred on the 9th and 13th February, but were of moderate intensity.

"On the mountains surrounding the valley the snow lies very deep. On the Banihal Pass (9,200 feet) there are, it is said, 15 feet of snow and at Gulmarg 7 feet.

"Most of the snow melted as it fell in the valley in February. This, however, is not the case with snow falling on the hills surrounding the valley."

The following table shows the snowfall measured as rain during this winter and previous five winters for comparison :

Year.	PRECIPITATION.						
	December.	January.	February.	March.	April.	May.	Total of period.
	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
1898-99	2.73	0.68	4.21	3.01	3.44	1.38	14.45
1897-98	0.25	1.91	2.15	0.76	1.28	2.64	9.99
1896-97	0.63	6.18	1.38	5.79	4.93	4.33	23.44
1895-96	0.62	1.09	2.46	0.22	3.48	2.22	10.09
1894-95	1.91	6.11	4.81	5.30	2.63	1.55	22.31
1893-94	0.66	7.16	4.23	4.47	4.09	1.52	21.75

The comparison indicates clearly that the precipitation at Srinagar during the past winter was much less than during the winters of 1893-94, 1894-95 and



1896-97 and also so far as can be judged from the limited data below the normal by at least 20 per cent.

The following additional memorandum, dated the 23rd May, on the character of the snowfall in Kashmir during the past winter has been received from Dr. Mitra, Meteorological Reporter, Kashmir State:

"During the last winter 7'62 feet of snow fell in the valley, a detailed report of which was sent to the Meteorological office on the 20th February. No more snow has fallen in the valley since the submission of that report. On the 24th February, while it rained in the valley, heavy snow fell on the surrounding mountains. On that date over a quarter of a foot of snow was measured at Dras. Nearly 4 feet of snow fell at Dras in the month of March and over 3 feet in April, and on the 4th May a snowstorm occurred there bringing down 1½ feet of snow. On the 11th March and 17th April snow fell heavily on the hills in Kashmir descending as low down as the Takht-i-Suleiman (6,000 feet). There is at present 3 feet of snow on some parts of the Banihal Range. At Gulmarg there was 1 foot of snow so late as 5th May. Over the Zoji-la Pass (11,300 feet) there is about 5 feet of snow, and on the Rajdangan Pass (11,800 feet) there are, it is said, 12 feet. All the mountains around the valley are covered with deep snow. The spring in the valley was unusually wet and cold and prolonged. From all accounts it appears that the snowfall on the higher ranges has been more than usual, and that it is lying on the higher as well as on the lower passes longer than usual. In the valley it is now colder than usual, and unsettled weather is the chief feature we notice this year. The river Jhelum is at present higher than usual. As it is still cold in the valley, the snow does not melt, and while it is raining in Srinagar it is snowing on all the hills. Light showers of rain at intervals in June and July will melt the snow slowly on the mountains, but if there should occur a heavy rainfall by the middle of June, it is apprehended that a severe flood will occur.

"From the 18th May we have had hazy weather. On the 19th a heavy storm of wind occurred which dispelled the mist for a time, but it again came up after the storm was over."

#### (4) LEH.

Very full accounts of the snowfall during the past winter in Ladakh have been received from the Superintendent of the Leh Observatory. The following is a brief summary of these reports:

*October.*—Snow fell on the 23rd on the hills surrounding Leh down to an elevation of 12,500 feet. It also fell during the following night in the Indus Valley near Leh. It melted rapidly during the remainder of the month, and the snow-line was at a height of about 15,000 feet at the end of the month.

*November.*—No snow fell.

*December.*—Light showers of snow fell on the 8th, 10th and 13th. On the 16th there was no snow on the Karzong Pass (elevation 17,500 feet). Heavy snow fell over the whole Indus Valley in Ladakh from the 16th to the 18th. Light falls were received on the 19th, 21st and 22nd, and a second heavy general fall occurred from the 29th to the 31st.

*January.*—Light snow showers fell in Leh and the neighbourhood on the 1st, 13th, 17th, 25th and 31st. The falls on the mountain ranges to the south of Leh were apparently heavy.

*February.*—Snowstorms occurred on the 3rd, 9th, 10th, 18th, 19th and 24th. These storms were all general extending over the whole Upper Indus Valley and side valleys. Heavy snow fell over the neighbouring ranges down to 12,000 feet on the 15th.

*March.*—There was a severe snowstorm on the 6th and again from the 9th to the 12th. The fall melted rapidly in the valley which was free from snow again on the 15th.

*April.*—Snowstorms occurred on the 9th, 10th and 19th over the whole of Ladakh. There were also snowstorms on the higher ranges above 13,000 feet on



- the 18th, 19th, 21st, 22nd, 24th and 25th. The depth of snow on the Karzong Pass at the end of April was about 4 feet.

*May*—During the period from the 1st to the 15th some rain showers fell in Leh. The snow-line never descended lower than 15,000 feet. The accumulation on the Karzong Pass on the 15th of the month was from 3 to 4 feet.

The inhabitants of Leh consider that the snowfall of the past winter was similar in total amount to that of the winter of 1896-97 and considerably greater than that of the winter of 1897-98.

#### (5) LAHOUL.

The following gives a statement of the snowfall registered at the Observatory at Kailang in Lahoul during the past winter and also during the corresponding periods of the past five years for comparison :

Month.	Normal monthly precipitation measured as rainfall.	Rainfall, 1898-99.	Snowfall, 1897-98.	Snowfall, 1896-97.	Snowfall, 1895-96.	Snowfall, 1894-95.	Snowfall, 1893-94.
		Total precipitation of month measured as rainfall.	Total snowfall of month.	Total snowfall of month.	Total snowfall of month.	Total snowfall of month.	Total snowfall of month.
		Inches.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
December	1.61	3.57	0 6½	1 9	NU	4 0	0 3
January	3.07	0.48	0 6½	5 8	1 2	3 6	3 6
February	3.20	3.12	0 5½	1 2	3 1	2 0	4 3
March	3.39	2.13	0 3	6 10	0 10	3 6	5 4
April	2.80	4.26	NU	?	NU	1 6	2 1
Total	13.47	14.55	3 9½	15 5	5 2	14 6	15 3

The precipitation at Kailang during the period, December to April, was hence slightly above the normal (8 per cent.). It was equivalent to about 12 or 13 feet of snow, and hence was similar in amount to that of the corresponding periods in 1896-97, 1893-94 and 1894-95.

The Superintendent of the Observatory describes the winter as follows :

" We enjoyed very fine weather from October up to the beginning of December, but the weather broke up rather suddenly, and in the second-half of December we had very heavy snowfalls which entirely blocked up the Rotang Pass. January was bright and fine, the sky being almost always blue. February and March brought us a good amount of snow again, and so did April. Taking everything into consideration, we had a favourable winter. Since the 25th of April we have had no snowfall whatever, but from the 10th to the 14th of May it rained pretty heavily, and on the night from the 13th to the 14th May we had a regular thunderstorm. This occurs very seldom at this height. "

#### (6) SIMLA HILL DISTRICTS.

The following is a summary of the data for these districts received from the Deputy Conservator of Forests, Bushahr Division :

*September*.—Snow fell on the 26th down to 10,000 feet and again on the 29th.

*October*.—Light snow fell above 10,000 feet on the 14th.

*November*.—Snow fell down to 6,500 feet on the 5th. The depth of snow on the Kanawar Range at 8,000 feet was about one foot at the end of the month, and the passes across these ranges were closed.



*December.*—Slight snow fell on the 12th, 13th, 16th and 17th above 7,000 feet. Moderate snow fell on the 20th and light snow on the 21st, 24th, 25th and 26th above 5,750 feet. There was a heavy fall on the 30th and 31st over the whole district down to 5,750 feet. All passes over 10,000 feet were closed throughout the month.

*January.*—Heavy snowfalls were received over the whole area above 5,750 feet on the 2nd, 3rd and 4th. Fine dry weather prevailed during the remainder of the month.

*February.*—Heavy falls of snow occurred on the 5th and 6th and again on the 26th above 5,750 feet. Slight falls were also received on the 4th, 9th, 13th, 14th, 15th and 24th above 9,000 feet. The weather was unusually cold in the Sutlej Valley after the storm of the 13th to the 15th.

*March.*—There were light falls on the 7th, 9th, 10th, 11th, 12th and 13th above 10,000 feet. All the passes over 12,000 feet in elevation were closed throughout the month.

*April.*—Light to moderate falls of snow occurred on the 1st, 6th, 8th, 9th, 10th, 12th, 13th, 14th and 15th above 9,000 feet and again from the 16th to the 23rd above 10,000 feet.

These snowstorms were accompanied by much thunder and lightning and were general over the whole of Bushahr. All the passes higher than 12,000 feet were closed up to the 15th of the month. The depth of snow at 10,000 feet on open slopes of the northern aspects of the ranges was 18 inches on that date.

*May.*—Light snow fell down to about 10,000 feet on the 12th and 15th and some sleet on the higher ranges from the 16th to the 18th. During the period from the 16th April to 18th May storms were of almost daily occurrence in Bushahr west of Kilba, and gave more or less snow on slopes above 10,000 feet. From the beginning of May the snow on the southern aspect of the hills melted rapidly, and the snow-line retired to 12,000 feet. In the intervals between the storms the weather was fine and the sky free from cloud. The chief character of the storms was that they were almost daily brought up by south to south-east winds, and as far as observed extended over the whole of the Simla hill tracts west of Kilba.

On the 5th of May there was an accumulation of about 5 feet on the Rupin Pass, of about 6 feet on the Borenda Pass, of 8 feet on the Bulder Pass, of 6 feet on the Shatul Pass from the Pabor Valley to Nachar in the Sutlej Valley and 1 to 3 feet on the Harung Pass.

The snowfall of the season was, in the opinion of the natives of the district, considered to be about twice as much as in years of ordinary snowfall.

#### (7) CHAMBA.

The Deputy Conservator of Forests, Chamba State, has sent complete snowfall reports for the past winter, of which the following is an abstract:

*December.*—Snow fell on the 8th, the 12th, the 19th to the 21st and the 29th to the 31st. The snow-line descended to 7,000 feet on the 12th, to 6,000 feet on the 21st and to 3,000 feet during the last snowstorm of the month. The snowfall was reported to be very heavy on the interior ranges, more especially during the last storm of the month. There was 3 feet of snow on the Padri Pass between Chamba and Badrawar Pass on the 15th of the month.

*January.*—Snowstorms visited these hill districts on the 2nd, 3rd, 5th, 6th, 26th and 29th. The weather was unusually bright and clear during the month.

*February.*—Light snow fell on the 2nd and moderate to heavy snow from the 5th to the 7th, the 9th and 10th, the 15th and 16th and the 24th to the 26th.



The snowfall on the 15th and 16th occurred down to 5,000 feet and on the 24th to the 26th down to 7,000 feet.

The snowfall of the month occurred chiefly on the higher and interior ranges above 7,000 feet. On the 15th February there was a depth of 2 feet of snow lying at Kalatop (8,000 feet) and 7 feet at Barmaur (elevation 8,000 feet).

*March.*—Snowstorms occurred on the 6th and 7th and the 16th on the high ranges. The snowfall did not descend below 9,000 feet on the 16th, and it melted quickly again up to 11,000 feet.

*April.*—Light snow fell on the 9th, 12th and 13th. A general storm occurred on the 18th when snow fell as low as 6,500 feet in the main Ravi Valley. Thunderstorms were of frequent occurrence and were accompanied by snow on the higher ranges.

*May.*—Snow fell on the 13th down to about 10,000 feet, but soon melted, and the snow-line on the 15th was about 12,000 feet high.

The Deputy Conservator, writing on the 15th May, says:—"The depth of snow is not known on any of the high passes or ranges. The accumulation of snow down to 10,000 feet on the main ranges and in ravines appears to be rather more than normal, and of course is much greater than at the same time last year. This I attribute to cloudy weather in April and the frequent storms in May.

"The snowfall on the interior ranges is considered to have been somewhat greater than usual and similar in total amount to that of 1895-96. The winter began earlier than usual, but a peculiar feature was the long fine breaks between the storms in the middle of the winter. The total fall was probably below the normal on the lower ranges."

The following statement gives the snowfall as measured at certain forest stations during the past winter in the Chamba State:

Month.	DALHOUSIE KALATOP HILL.				WEST OF STATE.		TINA RANGE, NORTH OF STATE.								VALLEY OF RAVI.																																					
	Kalaion, 8,000 feet.		Sutik, 8,200 feet.		Udhawal, 8,000 feet.		Tina, 5,000 feet.		Klangon, 7,000 feet.		Kundl.		Thunela, 7,000 feet.		Channa, 6,500 feet.		Kilar, 6,000 feet.		Chitrari, 6,000 feet.		Uluhan, 5,000 feet.		Barmaur, 8,000 feet.																													
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.																												
December 1898	9	8	2	6	4	10	8	10	12	10	...	...	...	...	...	...	4	9	3	7	7	5	13	2																												
January 1899	1	0	0	7	1	9	2	5	3	2	...	...	...	...	...	...	0	3	4	7	2	10	1	7																												
February	No				Information.				?				?				5				6				3				1				10				17				9											
March	"				"				"				"				"				"				"				"				"				"				"				"				"			
April	"				"				"				"				"				"				"				"				"				"				"				"				"			
May	"				"				"				"				"				"				"				"				"				"				"				"				"			
Total	...		...		...		...		...		...		...		...		...		...		...		...		...																											
Total December to April 1897-98	12	8	1	0	5	11	...	...	...	...	...	...	...	...	...	...	4	12	7	14	9	15	14	9																												
" " " 1896-97	11	10	3	1	8	4	...	...	...	...	...	...	...	...	...	...	1	8	8	16	7	13	10	9																												
" " " 1895-96	8	0	1	3	10	...	...	...	...	...	...	...	...	...	...	...	16	0	7	7	7	7	7																													

#### (8) DALHOUSIE.

The Treasury Officer, Dalhousie, has sent the following report of the snow-fall at that station and on the neighbouring hills:

"On the whole the fall of snow this year has been characterised by early commencement and early stoppage. Snow usually falls heavily or moderately in January and February, whereas this year the fall was confined chiefly to December. Out of a total fall of 5 feet, nearly 2 feet fell in the first week of January,



and there has been none since to record. The weather was mild and temperate in the months of January and February, which are usually the coldest months of the year. There is every sign of an early spring, and the prospects of crops around the station seem satisfactory.

"The total fall during past winter was about 5 feet in amount and hence approximately normal.

"No snow has fallen since the 8th January."

#### (9) KULU.

The following is a summary of reports received from the Assistant Commissioner, Kulu:

*January.*—Snow fell on the 2nd, 3rd, 5th, 6th and 30th in the Kulu Tahsil and on the 1st, the 3rd to the 7th and 30th in the Plach Tahsil. The falls of the 6th and 7th descended to 4,000 feet where the total amount was 4 inches.

*February.*—Snowstorms occurred on the 2nd, 5th, 6th, 14th, 15th, 24th and 25th in the Kulu Tahsil and on the 3rd, 5th, 6th, 7th, 11th, 15th, 16th, 24th and 25th in the Plach Tahsil. The falls on the 6th and 7th were unusually heavy and descended to an elevation of 3,000 feet where the total fall during the storm was 1 foot.

*March.*—Light snow fell on the higher ranges of Kulu on the 6th, 7th and from the 9th to the 18th. Some Lahoulis crossed the Rotang Pass in the middle of the month and nearly all passes in this district were open before the end of the month. The snow melted very rapidly during the last fortnight of the month.

*April.*—Snow fell on four days during the month on the higher ranges above 10,000 feet. The Rotang Pass was closed for three or four days, due to this snowfall.

*May.*—Rain fell slightly on the 1st, 11th, 12th and 13th in the Kulu Tahsil and on the 11th, 12th, 14th and 15th in the Plach Tahsil. During this period there was slight snowfall on the higher passes and peaks.

The Rotang Pass was not open for laden animals at the end of the month.

The snowfall of the past winter is generally considered to be heavier than usual.

The following table gives the depth of snow at the end of each month from January to May 1899 and also on the 25th May of the past eight years on seven of the passes in this district for comparison:

Tahsil.	Name of pass.	Elevations.	DEPTH OF SNOW IN					DEPTH OF SNOW ON THE 25TH MAY							
			Jan- uary 1899.	Feb- ruary 1899.	March 1899.	April 1899.	May 1899.	1898.	1897.	1896.	1895.	1894.	1893.	1892.	1891.
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kulu	Hamta	14,500	9	10	8	3	4	4	6	1	3	6	7	4	18
	Rotang	13,000	11	12	11	7	5	3	7	8	6	9	9	7	9
	Shobhe	10,000	4	7	5	2	NIL	NIL	1	NIL	NIL	1	1	?	NIL
Plach	Garguassan	17,000	8	9	6	3	2	1	4	3	3	3	4	1	4
	Srikand	15,000	13	14	9	6	5	5	8	7	10	12	15	4	32
	Baleo	11,000	6	6	3	1	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	1
	Jalori	10,500	6	6	3	1	NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL	6

The preceding statement showing the depth of snow on the higher passes on the 25th of May 1899 indicates that it was less than on the corresponding date in the years 1897, 1894, 1893 and 1891, and suggests that it was less than usual at the end of May. This is confirmed by the appearance of the snows on the higher Kulu ranges as seen from Simla.



## (B) NORTH-WESTERN PROVINCES HIMALAYAS.

## KUMAON.

The following is a statement of the estimated snowfall in this district measured in the same manner as in former years in accordance with arrangements made in the year 1890:

Month.	Fall on Pindar and Panku Peaks.	Fall on Relum- dhura and Utam- dhura Passes.	Fall on Malla, Byans, Chandan and Darma.
	Ft. In.	Ft. In.	Ft. In.
16th September to 15th October 1898 . . .	3 3	12 0	10 4
16th October to 15th November 1898 . . .	2 4	9 0	1 4
16th November to 15th December 1898 . . .	Nil	18 0	2 4
16th December 1898 to 15th January 1899 . . .	11 0	34 6	8 0
16th January to 15th February 1899 . . .	No	return received.	
16th February to 15th March 1899 . . .	0 9	13 0	3 0
16th March to 15th April 1899 . . .	1 6	18 0	Nil
Total fall in winter of 1899 . . .	?	?	?
Total fall in winter of 1898 . . .	18 8	66 6	9 6
Total fall in winter of 1897 . . .	29 9	79 0	17 6
Total fall in winter of 1896 . . .	14 0	32 0	9 6
Total fall in winter of 1895 . . .	29 8	71 3	18 3
Total fall in winter of 1894 . . .	33 3	57 3	33 6

The snowfall of the past winter in Kumaon was considered by the natives of the district to be greater than in the winter of 1897-98.

This is confirmed by the preceding data which also show that the fall was similar in amount to that of the winters of 1896-97 and 1894-95.

## (C) ASSAM HIMALAYAS.

The following brief reports have been received through the Government of Assam:

*Hills north of Lakhimpur.*—The snowfall in the interior of the hills is reported to have been heavier than in the preceding winter.

*Hills north of Sadiya.*—The snow in these hills began to fall unusually early in the season and was very heavy. There was a very heavy fall late in March over the whole of the neighbouring Himalayas.

*Hills north of Darrang District.*—Almost all the hill people, who have come down this year, state that the snowfall of the past winter was heavy and the winter exceptionally severe.

*Hills north of Kamrup.*—Snowstorms occurred at frequent intervals during the winter, and the falls were unusually heavy in the months of November, December and the early part of January. The amount of snowfall during the year under report was greater than that of the preceding year.

## (D) PERSIA.

The data for this area are very scanty. Weather was much finer and drier than usual throughout the whole season, but more especially in December, January and March, and the rainfall was scanty and in large defect over the whole Persian area. So far as can be judged from the imperfect data, it is almost certain that the snowfall on the higher elevations was as largely below the normal as the precipitation at the stations in the plains.



The following table gives comparative data of the precipitation at several stations in the Persian area and also at Quetta and Kashgar:

Station.	RAINFALL.												RAINFALL OF PERIOD, NOVEMBER 1898 TO APRIL 1899.		
	November 1898.		December 1898.		January 1899.		February 1899.		March 1899.		April 1899.		Actual.	Variation from normal.	Percentage variation from normal.
	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.	Actual.	Variation from normal.			
Baghdad . . .	0'70	-0'33	1'13	-0'22	0'76	-1'33	0'14	-2'35	0'55	-1'38	0'31	-0'85	3'13	-7'05	-0'5
Teheran . . .	0'63	-0'41	0'52	-0'74	1'38	+0'22	0'96	-0'06	0'86	-0'12			4'40	-3'16	-45°
Isfahan . . .	0'26	-0'89	0'12	-0'33	0'20	+0'09	0'37	+0'33	0'65	-0'36			1'61	-1'33	-45°
Bashire . . .	1'63	+0'49	1'90	-1'31	0'90	-2'40	2'01	-0'50	0'02	-0'85	0	-0'58	7'48	-5'74	-43
Jack . . .	0'16	-0'47	0'08	-0'41	0'10	-0'61	0'33	-0'05	0'73	-0'45	0	-0'06	1'39	-2'05	-68
Quetta . . .	0'03	-0'74	0'41	-0'39	0'03	-2'00	0'01	-0'20	2'11	+0'31	0'10	-1'10	4'68	-3'94	-43
Masjed . . .	0'90	+0'39	0'24	-0'11	0'05	-0'18	1'36	+0'46	2'38	+0'18	0'69	-1'24	5'62	-0'33	-9
Kashgar . . .	0	-0'04	0	-0'27	0	-0'42	0	-0'13	0	-2'25	0	-0'12	0	-1'73	-100

\* Rainfall of period, November 1898 to March 1899.

The data establish conclusively that the rainfall at the stations typical of the large area including Mesopotamia, Persia and Baluchistan was much smaller in amount than usual. The winter was unusually dry throughout, and the total precipitation of the period, November 1898 to April 1899, probably barely half the normal fall of the period. No special information has been received of the snowfall on the higher ranges in Persia. It is, however, almost certain that the scanty rainfall was due to special meteorological conditions common to the whole of the Persian area, hills and plains, and hence that the deficiency in the precipitation was as marked on the mountain ranges (which are the chief sources of the water-supply of the rivers and canals upon which cultivation so largely depends in Persia) as in the plains.

#### PRECIPITATION ON THE OUTER RANGES OF THE HIMALAYAS.

The distribution of the precipitation of the period on the outer ranges of the whole Himalayan area is indicated very clearly by the data of the following table:

Station.	PRECIPITATION.										PRECIPITATION OF PERIOD, NOVEMBER 1898 TO APRIL 1899.				
	November 1898.		December 1898.		January 1899.		February 1899.		March 1899.		April 1899.		Actual.	Variation from normal.	Percentage variation from normal.
	Actual.	from normal.	Actual.	from normal.	Actual.	from normal.	Actual.	from normal.	Actual.	from normal.	Actual.	from normal.			
Chert	0	-0'21	0'02	+0'25	0	-1'04	4'31	+1'01	2'43	-2'30	0'69	-1'61	3'40	-5'07	-33
Murren	0	-1'03	1'44	+0'24	0'16	-3'31	3'02	-0'71	2'66	-0'90	2'70	+0'70	9'08	-6'60	-40
Simla	0'13	-0'41	3'00	+2'35	0'75	-1'41	2'23	-0'45	0'26	-1'04	1'14	-0'36	7'61	-2'54	-37
Kotgarh	0	-0'63	1'81	+1'20	0'45	-1'73	1'17	-1'59	0'37	-4'12	...	...	...	...	...
Kilba	0'42	-1'57	4'03	+2'85	1'03	-3'64	3'04	-1'36	1'57	-1'41	...	...	...	...	...
Chakrata	0'24	-0'35	4'32	+3'66	2'34	-1'19	3'52	-0'29	1'13	-1'26	2'43	+0'05	13'95	+1'53	+13
Mussoorie	2'25	+1'83	5'02	+3'06	2'11	-0'72	2'66	-0'23	0'63	-1'03	1'61	+0'19	16'30	+2'13	+28
Rasikhat	0'90	+0'51	2'31	+1'09	1'32	-1'62	1'97	+0'02	0'13	-2'11	1'32	+0'71	8'65	-0'45	-5
Katmandu	0	-0'18	0'59	+0'34	1'34	+0'54	0'63	-0'43	1'22	-0'01	2'02	-0'02	5'83	+0'10	+5
Darjeeling	0'75	+0'55	0'53	+0'33	0'41	-0'26	0'31	-0'43	2'79	+1'12	5'11	+0'50	10'13	+1'83	+24
Guntak	1'98	+0'55	1'44	+0'00	2'53	+1'84	4'08	+1'70	0'37	+4'32	8'47	-2'06	17'07	+7'24	+36
Valung	0'02	-0'05	0'08	+0'03	2'05	+1'75	2'21	+0'83	1'91	-1'61	4'06	-0'00	3'94	-0'13	-3



The precipitation of the period was in considerable to large defect at the hill stations on the outer and middle ranges of the Punjab Himalayas. The deficiency probably averaged about 40 per cent. and was larger, both in actual amount and relatively to the normal, at Kilba than at Simla. The precipitation was in moderate excess, on the average of the three stations, on the outer ranges of the North-Western Provinces Himalayas and in large excess in Sikkim. The distribution of the rainfall, as indicated by these stations, is in full accordance, it will be seen, with the snowfall reports.

### SUMMARY OF THE SNOWFALL DATA.

The whole of the available data bearing on the character and amount of the snowfall in the mountain regions to the north and north-west of India have been given above. They have been given in fuller detail than usual, as the conclusions are opposed to statements that have appeared in various quarters with respect to the snowfall of the past winter. The data are very consistent and show clearly a gradual transition in the amount and character of the distribution from west to east. The winter snowfall and precipitation was very largely below the normal in Persia, Afghanistan, Chitral and Baluchistan, in slight defect in the Kashmir and Punjab Himalayas (due almost entirely to less precipitation than usual on the lower ranges combined with normal or slightly heavier fall on the interior ranges), in slight to moderate excess in Kumaon and Garhwal (or the Himalayas of the North-Western Provinces) and in large excess in the Eastern Himalayas of Sikkim and Assam.

The chief features of the snowfall of the cold weather were:

- (1) The winter commenced somewhat earlier than usual in Afghanistan and Kashmir. Weather was unusually fine and free from winter storms in Afghanistan and Baluchistan from November to February.
- (2) The number of cold-weather disturbances from November to January was considerably less than usual. Most of the storms in this period originated either in Baluchistan or India and not in Persia, and were hence of slight intensity. One storm, that of the 29th December to the 1st January, was severe and gave heavy and general snowfall in the Western Himalayas. The snowfall up to the end of February in that area was considerably below the normal on the whole and was nowhere excessive.
- (3) The number of depressions in February, March and April was much larger than usual. Baluchistan, Afghanistan, Chitral and North Kashmir had frequent light to moderate precipitation during the period. A disturbance of moderate intensity extending from the 4th to the 6th February gave moderate to heavy snow in Kashmir and the Punjab Himalayas. The snowfall during this period was in slight to moderate excess in the Western Himalayas, chiefly due to the frequent falls in March and April, the excess being probably most marked on the interior and higher ranges.
- (4) The chief feature of the season was the frequent moderate falls in April over the whole of the Western Himalayas west of Kumaon. The fall was moderately heavy in the Simla hill districts and Lahoul. Snow fell down occasionally to 9,000 to 10,000 feet and caused extensions of the snow-clad surface in the hills for brief periods which affected the meteorological conditions in Upper India. The snow melted very rapidly during the hot weather of the last fortnight of May, and the snow-line on the 31st of May was at a mean elevation of from 13,000 feet to 14,000 feet in the Punjab Himalayas and 15,000 feet in Ladakh.
- (5) The snowfall of the past season up to the end of May was, so far as can be judged from the data, much below the normal in Persia and Baluchistan and in moderate to considerable defect



- in Afghanistan as represented by Kabul, Wana, the Kurram Valley, the Khyber Pass and the neighbouring mountain ranges.
- (6) The total fall of the period up to the end of May was probably about normal in amount or in slight excess on the higher and interior ranges of the Kashmir and Punjab Himalayas. This appears to be fully established by the information received from Kashmir, Chamba and the Simla hill districts. The precipitation of the period was, on the other hand, in considerable to large defect on the outer and middle ranges. There were only two periods of heavy snowfall in the Upper India Himalayas, *viz.*, from the 29th December to the 1st January and the 4th to the 6th February. During the early part of the season the intervals of fine, dry, clear weather between the storms were much more prolonged than usual. On the other hand, weather was more frequently disturbed in March and April than usual, and numerous light falls of snow were received on the interior ranges. So far as can be judged from the actual data received, the accumulation on the higher elevations in Kashmir, Lahoul, Chamba and the Simla hill districts was probably about normal in amount, and in Kulu and probably Ladakh was somewhat less than the normal. There is, hence, no abnormal extension of the snow-clad surface, the snow-line at the end of the period being at about 13,500 feet.
- (7) The data for Garhwal and Kumaon (including those of the hill stations of Mussooree and Ranikhet) establish that the snowfall of the period was above the normal and probably to a moderate extent.
- (8) No information has been received for Sikkim and Nepal.
- (9) The information relative to the snowfall in the Assam Himalayas is as usual, scanty, but appears to indicate that the fall was considerably heavier than usual over the whole of the Assam Himalayas.

The snowfall accumulation in May 1898 was unusually small, due to the abnormally dry weather of the preceding winter. Little or no snow fell during the south-west monsoon period from June to August 1898, and the accumulation on the higher ranges in the Western Himalayas at the end of August was probably less than at the corresponding period of the previous 10 or 15 years. A very early and heavy fall occurred in the fourth week of September which brought down the snow-line in Kashmir to about 8,000 feet. No further snow fell until the end of December. The falls were much less frequent than usual and with long intervals of bright clear weather in January and February. Frequent light snow was received in March, April and the first fortnight of May, chiefly on the higher ranges. The whole of the available data indicate that the extent of the snow-clad surface and the depth of the accumulation are abnormally small on the higher ranges in Afghanistan and Chitral, and that they are probably somewhat less than usual in the Kashmir and Punjab Himalayas. The height of the snow-line is also probably somewhat higher than usual in the Upper India Himalayas. The snowfall conditions in Upper India and the Persian area are hence favourable to an early and strong monsoon and to its extension to its utmost limits in the Punjab. The snowfall in the Eastern Himalayas has, on the other hand, been much heavier than the normal. It is, however, uncertain how far heavy snowfall in the Eastern Himalayas affects the strength and extension of the monsoon currents, as sufficient data of a trustworthy nature are not yet available for discussing this question for that area. Theory appears to indicate that it would tend, under the conditions of the present year, to diminish the rainfall in North-Eastern India and give increased rain to North-Western India.

#### ABNORMAL FEATURES OF THE METEOROLOGY OF INDIA DURING THE PREVIOUS EIGHTEEN MONTHS.

The meteorology of the dry monsoon (January to May) 1898 was very similar in several respects to that of the corresponding period of the present



year. The most important features of the meteorology of India during the first five months of 1898 were as follows:

- (1) The snowfall of the winter of 1897-98 was much less than usual over the whole of the Western Himalayas and probably also in Afghanistan, Chitral and in Baluchistan. There was a heavy and somewhat abnormal fall in the second week of May over the whole of the Western Himalayas.
- (2) The pressure conditions in India during the first five months of 1898 were such as accompany higher temperature in Northern India and less snowfall than usual in the Western Himalayas and probably also the Eastern Himalayas. The chief features, which were remarkably persistent, were (a) general deficiency of pressure, (b) local deficiency in Northern India and Burma, most marked in Bengal and Burma, and (c) local excess in Western India, greatest in Sind, Kathiawar and the Konkan.
- (3) The temperature conditions during these five months were such as usually accompany a more open and drier winter than usual and scanty snowfall in the Himalayan area. Temperature was largely in excess in April and in moderate excess in May. The excess in these months was, on the whole, most pronounced in North-Western India and the North Deccan.
- (4) The air was throughout nearly the whole season much drier than usual and skies remarkably free from cloud.
- (5) The air movement was more vigorous than usual in March and April, due to the intensified thermal conditions of the period in the interior of India.
- (6) Some of the abnormal features of the meteorology of India during the period were related to abnormal conditions prevailing in Persia and South Eastern Europe. Anti-cyclonic conditions obtained to a most unusual degree in Southern Europe in November, December and February, and, as a consequence, cool dry north-west winds prevailed in Persia with remarkable persistence from November to February. This abnormal air movement extended across Baluchistan and the north of the Arabian Sea and undoubtedly contributed to the unusual dryness of the air and freedom from severe cold-weather storms of the period in Northern and Central India.

It was stated in the south-west monsoon forecast published in the *Gazette of India* for 3rd June 1898 that the meteorological conditions in India immediately antecedent to the monsoon were, on the whole, favourable over the greater part of India; and hence that if, as was anticipated from information received from South Africa, Zanzibar and Mauritius, the conditions over the sea area to the south were favourable, normal or favourable rain might be expected over the greater part of the area. This anticipation was fortunately verified.

The general conclusions in the forecast were "that the rainfall may be deficient to a slight or moderate extent, depending chiefly upon the strength of the monsoon, in Sind, Cutch, the North and West Punjab and West Rajputana; that it will very probably be at least normal in amount in Central India and the northern half of the Peninsula, except perhaps Berar, Khandesh and the West Deccan, and may be in moderate excess in the eastern half of the North-Western Provinces, Bihar, the Central Provinces and the eastern states of Central India. It will probably be normal or in excess in Burma, Assam and perhaps in East and North Bengal, and may be in slight defect in West Bengal."

The south-west monsoon currents in 1898 were, on the whole, favourable as rain-distributing winds.

The south-west monsoon rains commenced somewhat later than usual on the Malabar and Konkan Coasts and almost simultaneously on the 9th and 10th



along the whole west coast. They began on the 16th, and hence about the normal date on the Bengal Coast.

The humid currents extended rapidly into the interior and gave general rain in Northern and Central India between the 11th and 18th. The first burst of monsoon winds in the Arabian Sea was very feeble and the current fell off rapidly on the 17th and 18th. It withdrew temporarily from Upper India on the 19th, and the break in the rains gradually extended over practically the whole of India during the next four days. North and East Bengal received a heavy downpour on the 1st, 22nd and 23rd. The break was general from the 25th to the 28th on which day rain recommenced in North-Eastern India and extended over the greater part of the country by the end of the month.

The rainfall of the month was less than usual in Burma, Assam, Arakan, Berar, Khandesh and the greater part of Madras and was practically normal over the remainder of India.

The Bombay current was steady throughout July and was above its normal strength from the 13th to the 13rd and again from the 21st to the end of the month. The Bengal current was strong but somewhat unsteady, and three storms formed during the month in the north of the Bay of Bengal.

The first storm (lasting from the 2nd to the 8th) advanced from the head of the Bay along a west by north track to Lower Sind. The second lasting from the 16th to the 21st formed in Central Bihar and advanced almost due westwards to Sind. Both these storms gave moderate to heavy rain in the districts over which they passed. The third storm formed off the coast of North Madras on the 22nd and broke up in the North Deccan on the 26th. The rainfall of the month was above the normal over the greater part of India, including Chota Nagpur, South Bihar, the North-Western Provinces, Punjab, the Bombay Coast, the Deccan, the Central Provinces and North Madras. There was a moderate deficiency in Upper Burma, the Assam Valley, Central and North Bengal and Bihar. The rainfall of the month was hence abundant and favourably distributed.

The Bombay current was considerably weaker than usual in August, and the rainfall of the month was more or less below the normal over the whole area chiefly or entirely dependent on that branch of the monsoon current. The rainfall of the month in that area was, relatively to the normal, most deficient in the Punjab, Rajputana, Berar, the Bombay Deccan and Mysore. The Bay current was of normal strength, but was determined more largely to North-Eastern India than usual, and the rainfall of the month was in general excess in Burma (except perhaps Upper Burma), Assam, Bengal, the North-Western Provinces and the Central Provinces. The excess was, on the whole, most pronounced in Tenasserim (67 per cent.), Arakan (70 per cent.), the North-Western Provinces (53 per cent.), East Bengal (63 per cent.) and Assam (24 per cent.).

The Bombay current was slightly stronger than usual in September, but was, as in August, diverted from Upper India and determined more largely than usual to the Peninsula. The rainfall of the month was, hence, very deficient in North-Western India, almost as largely as in August. It was, on the other hand, in moderate to large excess over the centre and south of the Peninsula and in slight to moderate defect in the north of the Peninsula. The Bay current was of normal strength, but was, as in August, more largely directed to North-Eastern India than usual. The distribution of the rainfall was partly determined by the two cyclonic storms of the month which advanced along a more northerly track than usual from the Bay into Bihar and the North-Western Provinces. The rainfall of the month was excessive in Bihar and more or less above the normal in Bengal, Chota Nagpur and the eastern and central districts of the North-Western Provinces.

The Peninsula (chiefly the southern districts) received moderate rain during the first nine days of October. A storm formed in the Bay on the 9th and 10th which proceeded along a northerly track and gave very heavy rain in North Madras and Bengal from the 10th to the 15th. This was the conclusion of the



monsoon rains of 1898 in North-Eastern India. Fine dry weather prevailed over the whole of India until the 23rd when rain recommenced in Southern India and continued during the remainder of the month. A cyclonic storm formed in the south-west of the Bay on the 4th and 5th of November. It advanced westwards across the South Coromandel Coast on the 6th. Its advance gave moderate to heavy rain over the southern and central districts of the Peninsula from the 6th to the 14th. Dry weather set in on the 16th and continued until the 25th when showery weather recommenced. A disturbance formed in the extreme south-west of the Bay on the 28th and 29th. Its advance westwards was followed by heavy and general rain over Southern India from the 30th of November to the 2nd of December when dry weather was re-established.

The rainfall during the retreating south-west monsoon period was hence abundant and favourable over the greater part of the Madras Presidency and the Deccan, and the excess was large in the coast districts from Nellore southwards.

The following statement gives rainfall data of the south-west monsoon and retreating south-west monsoon periods in thirteen larger provinces:

Provinces or Division.	South-west monsoon period, June to October 1898.				Retreating south-west monsoon period, November and December 1898.			
	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.
	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	
Burma . . . . .	97.60	93.84	+3.76	+4	0.33	2.96	-2.63	-89
Assam . . . . .	72.75	73.26	-0.51	-1	0.63	1.30	-0.67	-51
Bengal . . . . .	68.19	59.83	+8.35	+14	0.09	0.91	-0.82	-90
Chota Nagpur . . . . .	52.52	47.49	+5.03	+11	0.23	0.71	-0.48	-68
Bihar . . . . .	52.49	43.50	+8.99	+21	0.03	0.31	-0.28	-90
North-Western Provinces and Oudh.	41.75	34.70	+7.05	+20	0.49	0.40	+0.09	+23
Punjab . . . . .	12.85	15.15	-2.30	-15	0.63	0.57	+0.06	+11
Central Provinces . . . . .	45.61	45.80	-0.19	0	0.09	0.79	-0.70	-89
Central India . . . . .	36.70	40.95	-4.25	-10	0.18	0.73	-0.45	-63
Rajputana . . . . .	12.16	18.66	-6.50	-35	0.45	0.37	+0.08	+22
Berar . . . . .	26.31	37.48	-11.17	-30	0.12	1.18	-1.06	-90
Bombay . . . . .	41.50	41.27	+0.23	+1	0.76	0.89	-0.13	-15
Madras . . . . .	34.84	34.20	+0.64	+2	11.87	7.55	+4.32	+57

Although the rainfall was in considerable defect in Berar and North Bombay, it was favourably distributed in every respect. The same was the case over a large part of the Punjab, and the only areas in which the rainfall was insufficient for the crops were parts of Rajputana (chiefly the western and central districts) and of the South and South-East Punjab.

The preceding data indicate generally the favourable character of the rainfall of the monsoon period from the end of May to the middle of October over the whole of India.

They also show that Madras received favourable and satisfactory rain during the period of the retreating monsoon. The rainfall during that period was, on the other hand, very scanty over the whole of North-Eastern and Central India and the North Deccan. Over the greater part of that area the total rainfall of the period was less than 20 per cent. of the normal.



The later or retreating south-west monsoon rains terminated in Southern India slightly earlier than usual in the beginning of December. The cold weather rains began in the last week of December in the Punjab and the adjacent mountain districts to the north and east.

*November* 1898 was even finer and more settled than usual in North-Western and Central India and the Deccan and the mountains to the north-west and north of the Punjab, and little or no snow fell in the Himalayan area during the month. Temperature was in considerable excess in the Central Provinces, Berar, North Bombay and Central India.

*December* was also finer than usual over the greater part of Northern India. Fine weather held steadily until the last week of the month when a disturbance gave moderately heavy snow in the Punjab hill districts. The chief feature of the month was the abnormally high temperature in the large central area including Khandesh, the Deccan, Berar, Hyderabad and the Central Provinces in which it ranged between  $4^{\circ}$  and  $8^{\circ}$  above the normal. The month was practically rainless except in South Madras which had moderate to heavy rain and in the greater part of North-Western India which had light to moderate rain.

The following is a brief summary of the chief features of the meteorology of India during the past five months:

*January* was remarkably free from cold-weather storms. Weather was disturbed at the commencement of the month, and snow fell from the 2nd to the 6th in the Punjab hills. The fall was heavy in the Simla hills and in Almora. Fine clear weather prevailed generally during the remainder of the month, and the chief features of the meteorology of the month were abnormal dryness of the air, deficient cloud and scanty rainfall. A strongly marked cool wave affected Northern India after the snowfall of the first week of the month. A second cool wave advanced across Northern India between the 15th and 18th. The mean temperature of the month, both by day and night, was more or less below the normal over nearly the whole of India. The deficiency was considerable over the whole of Northern and Central India, ranging between  $2^{\circ}$  and  $5^{\circ}$  for the month.

*February* was somewhat more disturbed than usual, due to a succession of five depressions and cold-weather storms which advanced across Northern India during the period. With one exception, they were very feeble and gave very little rain in the plains except in Upper India, Bengal and Assam. The rainfall of the month was hence very scanty and below the normal—more especially in Upper India. Pressure was in considerable defect over the whole of India by amounts averaging  $\cdot 04$  inch. Temperature was above the normal except in parts of Burma. The excess was considerable in North-Western India, ranging between  $2^{\circ}$  and  $5^{\circ}$ , and was small in North-Eastern India and the Peninsula. The air was much drier than usual—more especially in the interior, including Rajputana, Central India, Berar, the Central Provinces and North Deccan.

*March*.—A series of shallow depressions similar to those of the preceding month advanced across Northern India. They gave little or no rain except in Baluchistan, the North Punjab, the Punjab hills, Bengal and Assam. The month was much drier than usual—more especially in Berar, the Central Provinces and Deccan. Temperature was in general excess, the variations from the normal being small in the Peninsula, Burma and Bengal and moderate to considerable in amount ( $2^{\circ}$  to  $5^{\circ}$ ) in North-Western and Central India. The mean pressure of the Indian area was  $\cdot 01$  inch below the normal. Pressure was, as in January, relatively in slight defect in North-Eastern and Southern India and in slight excess in North-Western and Central India. The abnormal temperature features of the month were similar to those of the preceding month.

*April*.—The mean pressure of the Indian area only differed by  $\cdot 001$  inch from the normal. The abnormal features of the month were practically opposite to those of the preceding month. Pressure was locally in defect over the greater part of North-Western India and also in Burma and in excess in North Eastern India. The chief feature of the weather of the month was the occurrence of



unusually heavy rainfall over the south and centre of the Peninsula, accompanying series of thunderstorms of unusual frequency and intensity. The rainfall of the month was hence very largely above the normal over the whole of Madras, the Deccan and West Coast and to a less extent in North-Eastern India. Temperature was hence considerably below the normal over the whole of the interior of the Peninsula by amounts ranging between  $1^{\circ}$  and  $5^{\circ}$ . It was in slight excess in Upper India and in moderate excess in Burma.

**May**—The mean pressure of the Indian area was slightly below the normal ( $30.18$  inch). Pressure was, relatively to the general condition, more or less in defect in North-Eastern India and Burma and in Upper India and was in excess in the remainder of India. This contrast of conditions between Upper and North-Eastern India and Western India, it may be noted, almost invariably obtains in years of strongly marked hot-weather conditions—more especially after milder winters than usual in the Western Himalayas. The local deficiency was most marked in Bengal and the West Punjab, and the local excess greatest in the western half of the Peninsula. The following gives data for stations in the areas of greatest excess and deficiency of pressure:

Station.	PRESSURE ANOMALY IN MAY.			Station.	PRESSURE ANOMALY IN MAY.		
	1899.	1893.	1897.		1899.	1893.	1897.
	Inch.	Inch.	Inch.		Inch.	Inch.	Inch.
Saugor Island . . .	— $0.41$	— $0.13$	— $0.10$	Khandwa . . .	+ $0.32$	+ $0.23$	+ $0.21$
Chittagong . . .	— $0.32$	— $0.08$	+ $0.01$	Ratnagiri . . .	+ $0.33$	+ $0.27$	+ $0.33$
Narayanganj . . .	— $0.30$	— $0.09$	— $0.05$	Goa . . .	+ $0.30$	+ $0.34$	+ $0.34$
Mymensingh . . .	— $0.31$	— $0.12$	— $0.08$	Mangalore . . .	+ $0.32$	+ $0.13$	+ $0.18$
Dhubri . . .	— $0.35$	— $0.17$	— $0.04$	Coimbatore . . .	+ $0.30$	+ $0.05$	+ $0.07$
Peshawar . . .	— $0.46$	— $0.02$	+ $0.11$				
Dera Ismail Khan . . .	— $0.42$		— $0.17$				
Mooltan . . .	— $0.43$	+ $0.08$	— $0.27$				

The pressure variations in May 1887, May 1894, May 1895, May 1896, May 1897 and 1898 were similar in general character to those of the corresponding month of the present year, the chief difference being that they were slightly more marked in the present year than in those preceding years. The large local deficiency in the West Punjab is a special feature of the present year.

The position of the trough of low pressure varied very considerably during the month. At the end of the month its axis was defined by the stations of Calcutta, Hazaribagh, Allahabad, Sirsa and Dera Ismail Khan, and was hence further north than usual.

The mean temperature of the month was in excess over the whole of Northern and Central India. The excess was large in the Punjab, North Bengal and Cachar. The excess averaged  $5.3^{\circ}$  in the Punjab,  $3^{\circ}$  in North Bengal and  $2\frac{1}{2}^{\circ}$  in Cachar. It was in very slight defect in the Peninsula and in slight to moderate defect in Burma, due to the frequent general rain during the month in that province.

Frequent rain was received in Burma and occasional rain (much below the normal) in Assam and parts of Bengal.

The rainfall of the month was in excess in Burma and in considerable to large general defect in parts of Bengal and in Assam.

The meteorology of India during the past five months has been characterized by strongly marked abnormal features.



The following states the most important:

- (1) Pressure was from January to May below the normal over the Indian area, as is shown by the following statement:

Month.	MEAN 8 A.M. PRESSURE ANOMALY OF INDIAN AREA.					
	1899.	1898.	1897.	1896.	1895.	1894.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
January . . .	—'003	+ '017	—'003	—'003	—'009	—'020
February . . .	—'040	—'077	—'036	—'012	+ '009	+ '010
March . . .	—'010	—'013	—'020	—'022	—'018	—'017
April . . .	—'001	—'017	+ '028	—'032	+ '013	—'019
May . . .	—'018	—'008	—'005	+ '013	—'007	—'023

- (2) Pressure has been, during the greater part of the period, in slight defect in Northern India and Burma. The following table gives data in illustration of this feature:

Division.	MEAN 8 A.M. PRESSURE ANOMALY IN								
	October 1898.	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
Burma . . .	—'004	+ '003	+ '007	—'003	+ '012	—'006	—'011	—'009	—'001
Assam . . .	+ '015	+ '003	—'019	—'007	+ '003	—'002	+ '010	—'026	—'003
Bengal . . .	+ '004	+ '008	+ '002	—'005	—'007	—'014	+ '008	—'023	—'003
Bihar . . .	+ '005	0	—'016	—'002	—'007	—'016	+ '013	—'016	—'005
Chota Nagpur . . .	+ '006	+ '001	—'008	—'020	—'003	—'010	+ '013	+ '001	—'003
North-Western Provinces and Oudh . . .	+ '004	—'008	—'010	—'003	—'012	+ '009	+ '007	—'003	—'004
Punjab . . .	—'006	—'003	—'008	+ '010	—'009	+ '003	—'003	—'020	—'005
Rajputana . . .	—'005	—'016	—'017	+ '009	—'007	+ '017	—'020	+ '008	—'004

- (3) Pressure has been generally in local excess in the Peninsula, Kathiawar, Berar, the Central Provinces and Central India, and there was a marked tendency to the establishment of an area of locally high pressure in Berar and the western districts of the Central Provinces in February, March and May. The area of greatest excess has varied slightly from month to month. The following gives data:

Division.	MEAN 8 A.M. PRESSURE ANOMALY.								
	October 1898.	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
Kathiawar (Rajkot) . . .	—'013	—'023	+ '004	+ '012	+ '003	+ '022	—'018	+ '024	+ '002
South-West Rajputana (Deesa) . . .	—'004	—'016	—'006	+ '013	—'005	+ '014	—'029	+ '022	—'004
Central India . . .	+ '006	—'007	—'006	+ '005	—'007	+ '016	—'004	+ '016	+ '004
Central Provinces . . .	+ '014	+ '009	+ '002	+ '003	+ '005	+ '013	+ '005	+ '009	+ '008
Berar . . .	—'008	+ '007	+ '009	+ '012	+ '021	+ '025	+ '021	+ '026	+ '016
West Coast . . .	—'018	—'004	+ '012	—'003	+ '011	+ '003	—'001	+ '029	+ '002
Bombay Deccan . . .	—'002	+ '002	+ '003	—'004	+ '006	+ '009	+ '001	+ '028	+ '005
South India . . .	—'012	—'002	+ '015	—'011	+ '007	—'002	—'008	+ '020	0
Ceylon . . .	—'028	—'020	—'006	—'018	+ '014	0	—'011	+ '021	—'005



These conditions were established at the end of the rains in December and have been fairly persistent up to the present time.

- (4) Pressure was generally in relative excess at the hill stations, or the vertical pressure anomalies were positive in February, March and May and in relative defect in January and April. On the mean of the period—January to May—pressure has been in moderate to considerable relative excess. The following gives data for seven pairs of stations:

Pair of stations.	MEAN 8 A.M. VERTICAL PRESSURE ANOMALY IN					
	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period—January to May 1899.
	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
Leh and Lahore . . . . .	+019	+118	+053	—013	+075	+052
Simla and Ludhiana . . . . .	—043	+046	+042	—001	+047	+018
Murree and Peshawar . . . . .	—040	+020	+007	—007	+058	+008
Chakrata and Roorkee . . . . .	—014	+048	+048	—005	+047	+023
Ranikhet and Bareilly . . . . .	—026	+035	+038	—006	+025	+013
Darjeeling and Dhubri . . . . .	—032	+021	—012	—033	+039	—003
Quetta and Jacobabad . . . . .	+010	+057	+035	+032	+043	+035

- (5) Temperature is, on the mean of the whole period, in excess over North-Western India. It was in general excess in February, March and May. The excess was moderate to considerable in North-Western India and large in Upper India in May. The disturbed weather of January and April reduced it below the normal. The following gives comparative data of the variations of the mean daily temperature for the whole of Burma, Northern and Central India and the Peninsula, month by month, from January to May 1898.

Province or Division.	VARIATION FROM NORMAL OF MEAN DAILY TEMPERATURE.					
	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
	0	0	0	0	0	0
Barma . . . . .	0	—04	+09	+10	—12	+01
Assam . . . . .	—27	+01	—01	—12	+19	—04
Bengal . . . . .	—28	+07	+12	—08	+17	0
Orissa . . . . .	—12	+11	+17	—17	0	0
Bihar . . . . .	—33	+12	+12	—17	+16	—02
Chota Nagpur . . . . .	—26	+13	+30	—21	+06	+01
North-Western Provinces and Oudh . . . . .	—34	+22	+26	—12	+18	+04
Punjab . . . . .	—32	+24	+29	0	+53	+15
Sind . . . . .	—31	+24	+11	+14	+19	+07



Provinces or Division.	VARIATION FROM NORMAL OF MEAN DAILY TEMPERATURE.					
	January 1899.	February 1899.	March 1899.	April 1899.	May 1899.	Mean of period.
Rajputana . . . . .	—3'0	+3'1	+3'1	+0'9	+2'7	+1'4
Gujarat . . . . .	—3'6	+1'4	+0'2	+0'4	—0'6	—0'4
Central India . . . . .	—4'0	+1'7	+1'9	—0'1	+0'3	0
Central Provinces . . . . .	—2'4	+1'4	+1'8	—1'3	+0'5	0
Berar . . . . .	—2'1	+1'4	+2'5	—1'3	+0'3	+0'3
West Coast . . . . .	—1'3	+0'2	+0'4	—1'1	0	—0'4
Bombay Deccan . . . . .	—2'3	0	+0'7	—2'5	—0'6	—0'9
Mysore . . . . .	0	+0'9	+0'3	—1'5	—1'8	—0'4
Madras Coast . . . . .	+0'1	+0'5	—0'4	—0'4	+0'8	+0'1
Madras Deccan . . . . .	+0'1	+1'3	0	—2'6	—0'7	—0'4
South India . . . . .	—0'8	+0'1	—0'9	—3'8	—0'4	—1'2

(6) The air has been much drier than usual during the greater part of the period over nearly the whole of the interior and more especially in Rajputana, Central India, Berar, the Central Provinces and Deccan. The decreased humidity was in part due to increased temperature and in part to the presence of a smaller amount of aqueous vapour than usual in the air.

The following gives comparative data for fourteen representative stations :

Station.	VARIATION FROM NORMAL OF MEAN RELATIVE HUMIDITY (i.e., PERCENTAGE OF SATURATION).						Mean of period.
	November 1898.	December 1898.	January 1899.	February 1899.	March 1899.	April 1899.	
Hazariabagh . . . . .	—4	—2	+1	—2	—9	+4	—2
Allahabad . . . . .	—7	—9	—3	—6	—6	+1	—5
Roorkee . . . . .	0	+3	—5	—7	—10	—5	—4
Meerut . . . . .	—4	—4	—13	—4	—7	—5	—6
Lahore . . . . .	—5	—2	—9	—3	—9	0	—5
Jeypore . . . . .	—12	0	—15	—7	—9	—1	—7
Jacobabad . . . . .	—4	—1	—10	+3	—1	—6	—3
Kurrachoe . . . . .	—12	—13	—11	+9	+2	—3	—6
Deesa . . . . .	—3	+8	—10	—4	—5	—3	—3
Mount Abu . . . . .	—3	+4	—9	—4	—7	—2	—3
Khandwa . . . . .	—8	—6	—15	—11	—13	—3	—9
Akola . . . . .	—10	—7	—17	—5	—10	+9	—7
Hyderabad (Deccan) . . . . .	—3	0	—10	—5	—10	+4	—4
Belary . . . . .	—5	—2	—12	+3	—5	+3	—3



- (7) The distribution of cold and hot weather rainfall has been unusual. The rainfall of both seasons was slightly above the normal in Bengal and Bihar. The cold weather rainfall was in considerable to large defect in the Punjab, Sind, Rajputana, Gujarat, Central India, the Central Provinces and Berar. Over the greater part of that area practically no rain fell. The rainfall was in excess in the hot weather season over nearly the whole of Northern India and Burma. The excess was considerable (over 30 per cent.) in Bihar, Chota Nagpur, Orissa, Sind and Berar.

The following gives comparative data showing its distribution in both seasons:

Province or Division.	Cold weather rainfall (January and February 1899).				Hot weather rainfall (from 10th February to 30th May 1899).			
	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.	Average actual.	Average normal.	Variation from normal.	Percentage variation from normal.
	Inches.	Inches.	Inches.		Inches.	Inches.	Inches.	
Burma . . . . .	0.06	0.21	-0.15	-71	8.59	6.96	+1.63	+23
Assam . . . . .	2.78	2.18	+0.60	+28	24.73	27.16	-2.43	-9
Bengal . . . . .	1.80	1.35	+0.45	+33	30.52	9.13	+1.39	+15
Bihar . . . . .	1.70	1.25	+0.45	+36	3.12	2.12	+1.00	+47
Chota Nagpur . . . . .	0.98	1.41	-0.43	-30	4.05	3.04	+1.01	+33
Orissa . . . . .	0.45	1.18	-0.72	-61	7.85	4.45	+3.40	+76
North-Western Provinces and Oudh . . . . .	0.89	1.17	-0.28	-24	1.32	1.06	+0.26	+25
Punjab . . . . .	0.77	1.87	-1.10	-59	1.00	2.16	-1.16	-54
Sind . . . . .	0.01	0.71	-0.70	-99	0.87	0.42	+0.45	+107
Rajputana . . . . .	0.01	0.56	-0.55	-98	0.37	0.65	-0.28	-43
Central India . . . . .	0.19	0.98	-0.79	-81	0.30	0.54	-0.24	-44
Gujarat . . . . .	0	0.08	-0.08	-100	0.11	0.09	+0.02	+22
Central Provinces . . . . .	0.34	0.77	-0.43	-56	1.21	1.18	+0.03	+3
Berar . . . . .	0.23	0.65	-0.42	-65	1.47	0.56	+0.91	+163

**Summary.**—The following is a summary of the chief features of the meteorology of India during the past five months, which are most likely to influence the advance of the monsoon currents and the distribution of the monsoon rainfall:

- (1) The snowfall of the past winter has undoubtedly been much less than usual over the whole of the Western Himalayas and also in Afghanistan, Baluchistan and Persia. It was probably in local excess in Kashmir and also in Kumaon and Garhwal. The snowfall was distributed fairly throughout the season, and there is no abnormal accumulation at the end of May except perhaps on the higher ranges in Kashmir.
- (2) The snowfall of the past winter has been heavier than usual in the Sikkim and Assam Himalayas.
- (3) The pressure conditions in India during the past five months were such as accompany higher temperature in Northern India and less snowfall than usual in the Western Himalayas. The chief features, which have been fairly persistent, are (a) general



deficiency of pressure, (b) local deficiency in Northern India and Burma, most marked in Bengal and the Punjab, and (c) local excess in the Peninsula and Central India, greatest in Berar, the Konkan, Malabar and West Deccan.

- (4) The temperature conditions during the past five months were such as usually accompany a drier winter than usual in the Himalayan area—more especially in the lower and middle ranges. Temperature was in moderate excess in February and March in Northern and Central India and in large excess in Upper India in May.
- (5) The air has been throughout nearly the whole season much drier than usual and skies remarkably free from cloud.
- (6) The air movement was more vigorous than usual in March and May, due to the intensified thermal conditions of the period in the interior of India.
- (7) The snowfall in the Western Himalayan area has been of such a character as not to impress any conditions upon the pressure distribution, temperature and air movement in Northern and Central India unfavourable to the early or full extension of the monsoon currents in their progress northwards from the Equator.
- (8) The influence of heavy snowfall in the Assam Himalayas has not yet, in the absence of sufficient reliable data, been investigated.

It may be noted that some of the abnormal features of the meteorology of India during the past seven months have been related to abnormal conditions prevailing in Persia and South-Eastern Europe. Anti-cyclonic conditions obtained to a most unusual degree in Southern Europe from November onward, and, as a consequence, cool dry north-west winds prevailed in Persia with remarkable persistence from November to February. This abnormal air movement extended across Baluchistan and the north of the Arabian Sea into North-Western India, and undoubtedly contributed to the unusual dryness of the air and freedom from severe cold-weather storms of the period in Northern and Central India.

#### COMPARISON WITH PREVIOUS YEARS.

During the past twenty-one years the snowfall in the Himalayas was below the average in the years 1879, 1880, 1881, 1882, 1890, 1892, 1896 and 1898. The deficiency in 1890 and 1892 was very large, and these years are not strictly comparable with the present year.

The conditions of the years 1881 and 1896 also differed largely from those of the present year and are not comparable.

The following gives a very brief statement of the chief features of the meteorology of the years 1879, 1880, 1882, 1887, 1890, 1892, 1894 and 1895 :

1879.—The snowfall was very light and considerably below the normal in the North-Western Himalayas. Very heavy snow had fallen during the preceding winters of 1876-77 and 1877-78. Pressure was generally in defect, the deficiency being greatest in April and May, when it averaged '03 inch for the whole of India. The local variations of pressure were not strongly marked or persistent.

In the month of May pressure was locally in defect in the west of the Peninsula, more especially in the Gulf of Cambay, and was in excess in Upper India. Temperature was in excess in January, February, April and May. The excess was large in amount in April and May, and averaged  $4^{\circ}$  in the Punjab, where it was greatest. The rains set in over Bengal fully on the 14th June and commenced at Bombay on the 1st, but were not strong before the 24th. The rainfall of the south-west monsoon period was more or less in excess over the whole of India, except the Punjab, where it was in moderate defect, and in parts of Bengal and Madras, where it was slightly below the normal. The rains ceased in Upper India on the 29th September.



1880.—The winter snowfall was in moderate defect in the Western Himalayas and the cold-weather rainfall below the normal to a moderate extent in Northern India. Pressure was in general defect from January to May. The deficiency was largest in January ( $0.33''$ ) and averaged  $0.23''$  for the whole period. Pressure was locally in excess in the Peninsula, the excess being most marked at the west coast stations from Bombay to Calicut. It was locally deficient in Northern India, the deficiency being most marked in the Punjab, where it averaged  $0.5''$ . These large local pressure variations were fairly persistent from March to May. The excess was most marked in the Punjab during the whole period. It averaged  $7\frac{1}{2}^{\circ}$  in March,  $6^{\circ}$  in April and  $3\frac{1}{2}^{\circ}$  in May. The rains commenced on the 2nd of June in Bengal and on the 6th at Bombay, but both currents were at first feeble. Very heavy rain fell in the Punjab in July, and the weather was stormy with much snow in the hill districts. This was followed by a prolonged break in the rains, lasting throughout nearly the whole of August. The rains ceased in Upper India on the 24th September. The rainfall of the south-west monsoon period was largely in defect in the Punjab, North-Western Provinces, Rajputana and Central India and in moderate defect in the Central Provinces and Berar. It was in excess in North-Eastern India, Burma and Madras.

1882.—The snowfall of the winter of 1881-82 in the Western Himalayas was below the normal (probably to a slight extent) and the winter rains in Northern India in moderate defect. The variations of pressure and temperature from the normal during the pre-monsoon period—January to May—were small and apparently of little importance. They, however, indicated the prevalence of approximately normal conditions. The rains commenced on the 2nd June at Bombay and on the 11th June in Bengal. The Bombay current was strong and gave very heavy rain in June and July. The Bengal current was feeble in these two months, but was vigorous in August. The rains ceased on the 15th September in Upper India. The rainfall in the districts and provinces dependent on the Bombay current was abundant, whilst North-Eastern India (i.e., Assam, Bengal, Bihar and the North-Western Provinces) obtained smaller amounts than usual. The deficiency was small, except in some parts of Bengal.

1887.—The cold weather was unusually free from cold-weather storms. Although little rain fell in the plains of Northern India, moderately heavy snow is stated to have fallen in January and March in the Western Himalayas. March and April were warmer than usual in North-Western India and the Central Provinces, and May was an excessively hot month in Upper and Central India. Pressure was in slight to moderate defect on the average of the whole of India during the period—January to May. It was, relatively to the general condition, in considerable defect in Northern India in May, the deficiency being large in Upper India ( $-0.5''$ ) and moderate in North-Eastern India. It was in considerable excess in the west of the Peninsula, the excess averaging  $0.6$  inch in the Konkan and Malabar coast districts. The mean temperature of the month of May was  $6^{\circ}$  above the normal in the Punjab and  $3^{\circ}$  in the North-Western Provinces. The Bengal current set in earlier than usual at the end of May and the Bombay current about the normal time in the first week of June. Both currents gave fairly steady rain during the months of June, July and August. They retreated from Upper and Central India at the end of the third week of September. The monsoon rainfall was in slight defect in Arakan, Bengal, Assam and Orissa, normal in Burma and the Deccan and in excess over nearly the whole of North-Western and Central India and the Central Provinces.

1890.—The cold weather of 1889-90 was unusually dry in Northern India, and the snowfall in the Western Himalayas and Afghan mountains much below the normal amount. The snowfall in the Eastern Himalayas was also in slight to moderate defect. No rain fell in Rajputana in January and February 1890, and the North-Western Provinces and the Punjab received total average amounts of one-fifth and one-third of the normal amounts respectively. Temperature was considerably above the normal in January and February, the excess being greatest in Upper India, where it averaged  $2\frac{1}{2}^{\circ}$ . The hot weather was also drier than usual, and temperature was in moderate excess, averaging in the



Punjab, where it was greatest,  $1\frac{1}{2}^{\circ}$ . Pressure was generally in defect over India during this period by moderate amounts. Pressure was locally in defect in Northern India, the deficiency being most marked in the north of the Bay. It was locally in excess in the Peninsula and North-West India, the excess being largest in Kathiawar, Gujarat, Berar and the North Bombay Deccan, where it ranged from '03 inch to '044 inch. The rains commenced on the Bombay Coast on the 1st June and in Bengal feebly on the 7th and fully on the 19th. The rainfall of the south-west monsoon period (June to October) was more or less in excess in Northern India, the Konkan, the Central Provinces and Hyderabad, the excess being greatest in Bihar and the North-Western Provinces. It was in moderate defect in Burma, Southern India and Ceylon and in large defect in Gujarat, Sind and Cutch and to a less extent in Western Rajputana. The rains ceased in Upper India on the 27th of September.

1892.—The cold-weather rainfall of 1891-92 was abnormally small in amount and in large defect in Upper India. Pressure was in general defect at the level of the plains and was in considerable relative excess at the hill stations. Temperature was above the normal over the whole of India during the cold-weather by amounts averaging  $2^{\circ}$ . The excess was greatest in the Central Provinces, Berar and Central India. The air was much drier than usual and cloud in general defect.

The hot-weather conditions were very strongly marked. Temperature was in general excess and was most largely above the normal in Upper India, where the maximum temperature of the whole period—March to May—averaged about  $6^{\circ}$  above the normal and the minimum temperature  $3\frac{1}{4}^{\circ}$ . Burma and Assam received much heavier rain than usual and Bengal its normal amount. Over the remainder of India with the exception of the west coast districts the season was unusually dry and the rainfall very small in amount and much below the normal of the period.

The chief features of the pre-monsoon distribution of pressure were a considerable local deficiency in Northern India, greatest in amount in Upper India and a moderate to considerable local excess in the west of the Peninsula and North Bombay.

The rains commenced in the first week of June on the west coast and advanced very rapidly to Upper India. The advance was not permanent and the current withdrew from North-Western and Central India on the 17th and 18th. A first advance of the monsoon winds occurred in Bengal in the second week of the month. This was followed by their withdrawal in the third week of the month, and dry westerly winds prevailed over the Gangetic Plain until the end of the month. The permanent advance of the monsoon currents took place in the first week of July on the west coast and in the second week in Bengal. The currents extended rapidly over the whole of India and prevailed with unusual steadiness during the remainder of July and in August and September. The rainfall of the monsoon period—June to September—was more or less considerably in excess in the whole of India, with the exception of East, South and Central Bengal and Burma.

1894.—Moderate to heavy snow fell in the Western Himalayas in January and February. The snowfall in Baluchistan and Afghanistan was less than the normal. The snowfall did not come down to so low an elevation as in the preceding winter. Little or no rain fell in April and May. Temperature which was below the normal to a slight extent in Northern India during the cold weather increased rapidly in April and May and was largely in excess in the latter month, the area of greatest excess including Bihar, Chota Nagpur and the eastern districts of the Central Provinces. Pressure was in May locally in considerable defect in Northern India and in considerable excess in the western half of the Peninsula. The south-west monsoon rains set in somewhat later than usual during the first four days of June on the Malabar Coast. The monsoon currents advanced with unusual rapidity into the interior of Northern India and monsoon conditions were established over the whole of India before the end of the third week of the month. The rainfall was in general excess. It was very unequally distributed in June and July, due to the occurrence of a series of cyclonic storms of unusual



intensity. Those districts which received deficient rain in June and July, as a rule, obtained abundant and well-distributed rain in August and September, and the rainfall for the complete period—June to September—was on the whole favourable and well-distributed. The rains were, however, prolonged to the first week of November in the North-Western Provinces, and that area received a succession of downpours such as had not been experienced in those months during the previous fifty years.

1895.—The winter began earlier than usual in Baluchistan and Upper India. Numerous feeble disturbances in December and January gave heavy snow in the Punjab and Kashmir Himalayas. February was dry and temperature from 2° to 5° above the normal in Upper India. Weather was disturbed and showery over the hills in Upper India in March, but was abnormally dry in Cachar and East Bengal. It was disturbed with frequent series of thunderstorms in April in the Deccan and Southern India, and the rainfall of the month was in very large excess in these two areas. Burma received heavy rain in the last week of April (from a cyclonic storm) and in May. Pressure in May was in relative defect in Northern India and in excess in the Peninsula. The deficiency was greatest in the Punjab and the excess greatest in the Konkan and Malabar. Temperature was generally in excess—more especially in the Punjab (+6°) and Rajputana (+4°). The rains commenced nearly a fortnight later than usual on the Bombay Coast, and the monsoon currents were unusually feeble and unsteady.

The rainfall was in general defect in July. The currents withdrew from Upper India in the first week of September and from Bengal and Burma in the second week of October, and hence considerably earlier than usual over the whole of Northern and Central India. The monsoon rainfall was in defect over nearly the whole of India, and the deficiency was considerable in Upper and Central India.

#### GENERAL CONDITIONS IN THE INDIA MONSOON AREA AND INDIAN OCEAN.

The rainfall of the past year averaged 0·43 inch or one per cent. above the normal for the whole Indian area. It was pointed out in last year's forecast that the six years—1892-97—had been characterized by a cyclical variation of rainfall more prolonged in its period and of larger amount than has probably occurred in India during the present century. It was also stated in the forecast that the cycle was probably completed in 1897, and that a period of fairly normal conditions might be expected for some years in the Indian monsoon and the south-east trades region. This inference was in accordance with fact last year.

The experience of the cyclical period—1892-97—in India emphasized the necessity of considering the variations in the strength of the south-east trades circulation.

Theory indicates that any large and persistent variation in the strength of the south-east trades would be reproduced in the strength of the south-west monsoon. The variations in the strength of the south-east trades have been probably the chief or primary factor in determining the variations in the south-west monsoon in India during the past seven years. It is hence desirable to ascertain the chief meteorological features of the areas dominated by the south-east trades during the past three or four months, in the hope that this information may give a valuable indication, at the present time, of the probable strength of the approaching monsoon. The following is a summary of the information received, partly by telegrams from the Seychelles, Zanzibar, Mauritius and Cape Town and partly from the logs of ships regarding this important factor:

*Seychelles.*—The weather telegrams received during May from this station indicate that pressure was slightly higher than usual during the month, but normal at the end of the month. Winds were unsteady at the beginning of the month, but steady from south-east and stronger than usual during the last fortnight of the month. The weather at the end of the month was squally and showery. Vessels arriving from Madagascar reported stronger south-east trades than usual.

*Zanzibar.*—Pressure was above the normal to a slight extent throughout the month. Winds were normal in direction and somewhat stronger than the normal.



**Mauritius.**—Pressure was normal during the month, and gradients were normal or very slightly stronger than usual in the south-east trades region at the end of the month. Winds averaged about 20 per cent. above their normal velocity. The rainfall of the month was below the normal.

**Logs of ships.**—The information received up to the end of May from ships crossing the Equatorial belt of the Indian Ocean is very scanty. At the beginning of April south-east trade winds extended as far north as Lat.  $8^{\circ}$  S., and hence considerably further north than at the same date in the previous year. They advanced to Lat.  $3^{\circ}$  S. in the first week of May and to the Equator in the third week of the month. Light variable winds as usual obtained over a wide belt to the north of the south-east trades region and light to gentle north-west to west-south-west winds over the south and centre of the Arabian Sea up to the 15th May.

The mail steamer *Clyde* had moderate to strong monsoon winds in the last week of the month between Long.  $54^{\circ}$  and  $59^{\circ}$  E. The S.S. *Devonshire* on her passage from Mombassa to Bombay had squally weather with unsteady winds and much rain, thunder and lightning as far north as Lat.  $5^{\circ}$  N. in the south-west of the Arabian Sea. The China mail steamer *Coromandel* in her passage from Penang to Colombo (from the 20th to the 24th May) had moderate to strong south-west winds and frequent heavy rain squalls.

The information indicates that the south-east trades were probably slightly stronger than usual at the end of the month, and that conditions were favourable for their early extension as south-west monsoon winds into the Arabian Sea.

#### FORECAST OF THE SOUTH WEST MONSOON OF 1899 IN INDIA.

In the preceding pages have been given, for future reference, the whole of the available data utilized in the preparation of the forecast.

Brief summaries of the more important features of the snowfall in the Himalayan area during the past winter, of the meteorology of India and the adjacent countries to the north-west and of the Indian Seas and the south-east trades region are given in pages 14, 15, 16, 24, 25, and 29.

Ordinary readers are referred to these summaries as containing the more important facts upon which the forecast is based.

As was pointed out in last year's forecast, the remarkable period (chiefly shown by cyclical variation of rainfall) through which India has recently passed terminated in 1897, and a period of fairly normal conditions appears to be now probable for two or three years, at least.

The information from the Seychelles, Zanzibar and Mauritius, although very limited, indicates that the strength of the south-east trades, which is an important factor is above the normal, but to what extent cannot be judged.

The summary of the snowfall information indicates that in the Eastern Himalayas the snowfall has been greater than usual. Similar heavy snowfall was reported to have been received in the Assam Himalayas in the years 1887 and 1893. The monsoon rains were heavier than usual in both years, generally in India and also locally in Assam in 1893. In the absence of more definite and accurate information, it can only be accepted as probable that heavy snowfall in the Assam Himalayas exercises little influence on the distribution of the monsoon rainfall.

The snowfall in the Western Himalayas has undoubtedly been, on the whole, more or less below the normal. The deficiency was marked in the lower and middle ranges, and the extent of snow-clad surface is at the present time hence almost certainly not above and is probably below the normal. This is strongly confirmed by the pressure and temperature conditions in Upper India. The only unfavourable feature has been the frequent occurrence of light snow in March and April. Untimely snow in April and May chiefly affects the Bombay current. It usually retards the advent of that current more or less, and affects its strength unfavourably during the early stages (chiefly in the month of June). It is, however, very probable that any influence this late snowfall in April may have is very slight.



The most noteworthy feature of the past cold weather has been the scanty rain and snow in Baluchistan and Afghanistan and also in Persia. The precipitation in the Persian area (which occurs chiefly in the winter) has, so far as can be judged from the data of the four stations which supply the Meteorological Department with observations and weather telegrams, been more or less below the normal continuously during the past five years. The deficiency has been large and marked during the past two years. The conditions in Persia apparently exercise little direct influence on the distribution of the monsoon rainfall. They have, however, an important bearing, as they indicate that the deficient snowfall in the Western Himalayas, Afghanistan and Baluchistan during the past winter has not been due to local conditions in North-Western India, but to conditions extending over a very much larger area and hence probably of great persistence and importance.

Taking the above facts into consideration, it is very probable the monsoon currents will be at least of normal strength.

Judging only from the conditions in India itself and the known conditions in the Indian Seas, it is on the whole very probable that the monsoon currents will be of normal strength, and probably they will be somewhat stronger than usual. The Bombay current is more likely to be above its normal strength than the Bay current, but the probabilities for this are small, not exceeding 2 to 1.

Assuming that the currents will be of normal strength, the comparison with previous years of similar conditions (more especially 1880, 1887, 1892 and 1894) indicates that it is probable they will set in about the normal dates on both the Bengal and Bombay Coasts.

The rains will probably commence not later than the end of the first week of June on the Bombay Coast and in the latter part of the second week or the beginning of the third week of June on the Bengal Coast.

The chief features or local conditions in India which have to be taken into account in estimating the probable distribution of rainfall during the approaching monsoon due to normal or slightly stronger monsoon currents than usual are :

- (1) The distribution of the winter snowfall in the mountain areas to the north and north-west of India (*vide* page 14).
- (2) The abnormal features of the pressure, temperature and humidity conditions of the past five months and more especially in May (*vide* pages 21-25).
- (3) Heavy local rainfall in Burma and Bengal in April and May 1899 and in the Peninsula in April. The former generally accompanies drier seasons than usual in Upper India, and although of unusual amount in the present year, it is not exceptional in character and is hence of no especial importance. Heavy rainfall in the Peninsula occurred in April 1878, May 1886 and April 1895. The rainfall of the monsoon of 1895 was chiefly determined by the causes producing the cyclical variation of 1892-97 and was considerably below the normal. The rains in 1878 and 1886 were generally favourable and in excess.

The following inferences respecting the distribution of the south-west monsoon rains of 1899 are deduced from the comparison of the antecedent conditions of the present year with those of previous years and are based chiefly on the facts and data stated above :

- (1) The conditions in the Indian Seas and the Indian Ocean are, so far as can be ascertained, satisfactory and favourable, and indicate that the conditions in the south-east trades region are at least normal, and that the air movement in that area is somewhat stronger than usual.
- (2) Conditions are favourable to the prevalence of monsoon currents of at least normal strength in the Bay of Bengal. The rains will probably commence slightly before or about the normal date in Bengal (*i.e.*, the 15th of June).



- (3) Conditions are favourable to the prevalence of monsoon currents of at least normal strength in the Arabian Sea. They are also slightly more favourable in that sea than in the Bay. The influence of the late snowfall in April will very probably be very slight, and, so far as can be judged, the monsoon ought to set in on the Bombay Coast before the 8th of June.
- (4) Conditions are favourable in Burma, and it will probably receive at least normal rain. The rainfall is more likely to be in excess in Lower Burma than in Upper Burma.
- (5) Conditions are slightly unfavourable in North Bengal and Assam. The rainfall on the mean of the whole area will very probably not be above the normal and probably be in slight to moderate defect.
- (6) Conditions are favourable in West, South and East Bengal—more especially in the two latter areas, and the rainfall of the south-west monsoon period will be very probably normal and probably in excess in South and East Bengal, and normal or in slight defect in West Bengal and Orissa.
- (7) Conditions are slightly unfavourable in Bihar and Chota Nagpur, due to the deficiency of pressure in Bengal and Assam, and the rainfall on the average of the whole area will very probably not be above the normal and probably be in defect to a slight extent. Conditions are slightly more favourable in Chota Nagpur than Bihar.
- (8) Conditions are, on the whole, favourable for normal rain in the North-Western Provinces. There is a slight probability, based chiefly on the pressure conditions in the Punjab, that the rainfall of the whole area may be in slight to moderate excess. It is more probable the rainfall will be in excess in the western than the eastern districts.
- (9) Conditions are favourable in the Punjab. The pressure conditions of May (more especially the deficiency in the West Punjab) strongly resemble those of May 1880, 1892 and 1894. Comparison with these years indicates that the monsoon rainfall of the present year will probably be above the normal. The character of the rainfall in this area, however, depends chiefly on the general strength of the monsoon and not on the local conditions, and these conclusions should be suitably modified if the monsoon turns out to be much weaker than is anticipated in the forecast, in which case the rainfall may be below the normal to a moderate extent in the West and Central Punjab and normal or in slight defect in the East Punjab.
- (10) Conditions are, on the whole, favourable in Rajputana—more especially in the eastern and central districts, due to the same conditions as in the Punjab. The monsoon rainfall will hence very probably be at least normal in the eastern and central districts and probably in moderate excess. It will probably be about normal in the western states. The rainfall in these areas, as in the Punjab, depends chiefly on the general strength of the monsoon and hence, if the Bombay monsoon current be weak, the rainfall will be normal or in slight defect.
- (11) Conditions are about as favourable in Central India as in the North-Western Provinces, and it is probable that it will receive at least normal rainfall. The rainfall is more likely to be in excess in the eastern than the western states.
- (12) Conditions are, on the whole, favourable in the Central Provinces and to a slightly less extent in Hyderabad. It is hence probable that they will receive at least normal rainfall. The conditions are more



favourable in the eastern than the western districts of the Central Provinces, and it is hence probable that the eastern districts may receive rainfall in slight to moderate excess of the normal.

- (13) Conditions are not quite so favourable in Berar and Khandesh, and the rainfall in these areas will probably not be above the normal and may be in slight defect. They are also slightly unfavourable in the West Deccan, and that area will very probably not receive more than its normal fall and probably less.
- (14) The conditions in the west coast districts are such as are in normal monsoons associated with at least normal rainfall. It is hence very probable that the rainfall of the present year's south-west monsoon will be at least normal in those districts, and probably it may be in slight to moderate excess.
- (15) The variations of the rainfall in the North Madras coast districts are in at least five years out of six similar to those of Orissa and the Central Provinces. Conditions appear to be on the whole favourable, and it is probable those districts will receive about normal rain.
- (16) A comparison of the conditions in the Madras Deccan, Mysore and the Carnatic with those of similar years indicates that the rainfall during the period—June to August—will probably be in slight defect—more especially in Mysore. It is, however, very difficult to forecast for this part of India, as rain in the southern half of the Peninsula during the monsoon proper occurs chiefly during the intervals of breaks in the rains of Northern India, and is hence essentially of irregular occurrence.

It should be carefully noted that the preceding probabilities are obtained on the assumption that the currents will be slightly stronger than usual, and that they will require to be suitably modified, if the monsoon currents should be weaker than usual. It should also be noted that the chances for an inference stated to be very probable are at least 5 to 1 and for an inference stated to be probable are at least 5 to 2.

The general conclusions are, 1st, that the rainfall over the Indian area during the approaching monsoon will on the average of the whole area, probably be slightly above the normal, and, that it may be in slight to moderate local defect in Assam, North Bengal, Bihar, Berar, the Bombay Deccan and Mysore, 3rd, about normal in Chota Nagpur, Orissa, West Bengal, the North-Western Provinces, the Central Provinces, and Hyderabad, and 4th, in slight to moderate excess in Lower Burma, South Bengal, the Punjab, Rajputana and Central India.

As already pointed out, these conclusions should be suitably modified if the monsoon currents should turn out to be considerably stronger or weaker than was anticipated in the forecast from the very imperfect and scanty data available on this point.

It is too early to estimate the probability of a longish break in the rains in July or August, but there are no indications at present of such an event.

JOHN ELIOT,

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SIMLA;

*Dated 6th June, 1899.*

M. FINUCANE,

*Offg. Secretary to the Government of India.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, June 3rd, 1899.**

Throughout the present week pressure has been low over Northern India and high in the extreme south-east, south and south-west. At first gradients were steep and the winds strong, but as the week advanced, pressure increased in the north and decreased in the south, and barometric readings became more uniform. The most marked and the most important feature in the weather during the week under review has been the abnormally high pressure which has held steadily over a large part of North-Western and Western India during the greater part of the week. This area of abnormally high pressure apparently interrupted the flow of monsoon winds towards India, and the week was noticeable for a marked absence of rain along the west coasts of India and of Ceylon. On the opposite side of India conditions were less abnormal. Southerly winds from the Bay blew steadily over Burma and into Assam and North Bengal, and all over the area affected by these winds rain fell daily and in some cases heavily. With the exception of this region, the weather was fine, and consequently the heat was very generally greater than usual, as at this season a good deal of cooling rainfall is anticipated as the monsoon current advances northward along the west coast.

**Daily Summary — Sunday, May 28th.**—A small depression, in which the barometer read about 0.30 inch below the normal, lay over the Central Punjab, while pressure was high and about the normal in Malabar and Ceylon. Pressure differences were consequently large, and the winds, which blew from cyclonic directions in the Punjab, from west across India, from south-east in Burma and from east along the foot of the hills, were strong to a gale in force in some places. The weather was disturbed and showery over Burma, Assam, North Bengal and the south-west of the Peninsula. The amounts were large in Deltaic Burma. The heat was less than usual over North Bombay, the west of the Central Provinces and a large part of the Peninsula as well as over Lower Burma. Elsewhere the heat was excessive.

**Monday, May 29th.**—Pressure had increased fast in the North and West Punjab, and the depression noticed over that province had been pushed southward, but elsewhere there had been no important change, and pressure differences were still large. Northerly winds had appeared over the West Punjab, but in other parts of the country there had been no important change. The force remained high. The weather remained showery over Burma, East and North Bengal, Assam and the south-west of the Peninsula. The heaviest rainfall was reported from Tenasserim. The heat was greater than usual over West and South-West Bengal, North-West India, the Central Provinces and the Madras Coast, but was less than the normal elsewhere.

**Tuesday, May 30th.**—Pressure had increased everywhere. The change had been brisk to rapid in the north and centre and slight in the south, so that, though the general conditions of pressure were unchanged, the pressure differences had diminished. The winds were lighter than on the two preceding days, but an important change was in progress along the west coast where the wind direction was shifting toward north, and pressure had risen to above the normal. Cloudy, showery, weather had continued over Burma and North-East India and the south-west of the Peninsula, and unsettled weather with light thundershowers was reported from the North-West Himalayas. The mean temperature was low over the Indus Valley, North Bombay, Central India and part of the west of the Peninsula as well as over Lower Burma and Tenasserim. Elsewhere the heat was excessive.



*Wednesday, May 31st.*—Pressure had again increased. The rise had been greatest at some western stations, and the barometer read higher than usual over a large part of Western and North-Western India. There had been further northing in the winds over the Peninsula, etc., where the direction was nearly due north along the coast and north-west over the Central Provinces and the centre and east of the Peninsula. In most other places the winds were little changed, but over the Gangetic Plain calms and variable airs prevailed. Showers continued to be reported from Burma, Assam, parts of Bengal and the North-West Himalayas and the south-west of the Peninsula. The rainfall amounts were again heavy over Deltaic Burma. Elsewhere the weather was fine. The temperature distribution was little changed; the heat was generally less than usual over a large part of North-Western and Western India and Lower Burma and generally greater than usual elsewhere.

*Thursday, June 1st.*—Pressure had increased over North-West India and over Burma, but had decreased in the intervening region. Pressure remained abnormally high over a large part of Western India. North-westerly winds continued over the Peninsula, westerly winds in North Bombay and the South Gangetic Plain, south-westerly to south-easterly winds over Burma and Lower Bengal and easterly winds close to the hills. The westerly and north-westerly winds were fresh to strong. The weather had become finer, and the rain ceased along the west coast and over the North-West Himalayas, but showers continued to be reported from Burma and North-East India. The mean temperature remained low over North Bombay, part of the west of the Peninsula and over Lower Burma. Elsewhere the heat was excessive.

*Friday, June 2nd.*—Pressure had changed irregularly, but had on the whole fallen. Pressure remained lowest over Northern India and highest in the extreme south, but there was apparently at the same time an area of relatively low pressure and of unsettled weather over the Bay in about Lat.  $14^{\circ}$ N. The winds were practically unchanged, the most marked features of the wind circulation being the north-westerly winds over the Central Provinces and the Peninsula and the southerly winds in Burma. The force had fallen, and along the west coast the wind was unusually light. Showery weather continued in the north-east, but elsewhere the weather was fine, and along the west coast there was none of the usual heavy rain. Temperature conditions were little changed and, except in Burma, the West Punjab and a large part of Bombay, where the weather was cool, the heat was greater than usual.

*Saturday, June 3rd.*—The barometer had fallen over the Indus Valley, but had changed slightly and irregularly elsewhere. Pressure had become more uniform over the west of the Peninsula, but elsewhere there had been no important change. The northerly winds along the west coast had died down and been succeeded by variable south-westerly to south-easterly winds. In the Central Provinces and the centre and west of the Peninsula north-westerly winds continued, while in Burma and Bengal southerly and south-easterly winds were again reported. There had been no general rain except in Burma and Assam, but one or two showers were reported from the Peninsula. The air had become very dry in Upper India. Temperature had changed irregularly, and the variations from the normal were large in some parts of the country. The principal were  $-10.3^{\circ}$  at Quetta,  $-6.6^{\circ}$  at Jacobabad,  $+8.5^{\circ}$  at Chanda,  $-5.6^{\circ}$  at Coconada and  $-3.3^{\circ}$  at Silohar.

**Temperature.**—There has, as mentioned above, been very little rain over India except in the north-east, and the mean temperature of the whole country has been very generally excessive. It was, however, remarkable that an area of very low temperature appeared during the week over Baluchistan, and these low temperatures, carried by the north-north-westerly wind which prevailed over Western India, extended southward over the greater part of Bombay, so that notwithstanding the absence of the usual rainfall along this coast, the heat remained less than usual. In Burma the temperature was lower than usual, particularly at the commencement of the week, but in the remaining provinces the heat was excessive, the greatest excess being reported from Chota Nagpur.



The following table gives the mean temperature variation data for the week:

PROVINCE.	28th MAY TO 3RD JUNE 1899.							Mean variation of week.
	28th	29th	30th	31st	1st June	2nd	3rd	
	°	°	°	°	°	°	°	°
Burma . . . . .	-4.0	-0.3	-1.0	-0.2	-0.2	-0.5	+0.1	-0.9
Assam . . . . .	-0.1	-0.3	+1.6	+3.0	+3.8	+2.4	-0.9	+1.4
Bengal . . . . .	+1.1	-0.4	+1.1	+2.1	+3.4	+2.8	+1.8	+1.7
Orissa . . . . .	+4.7	+3.6	+5.1	+4.6	+2.0	+0.2	+1.4	+3.2
Bihar . . . . .	+0.6	+0.9	+0.7	+4.4	+4.9	+4.3	+4.6	+2.9
Chota Nagpur . . . . .	+7.9	+7.0	+5.8	+6.5	+6.9	+5.7	+6.6	+5.8
N.-W. P. and Oudh . . . . .	+5.6	+3.8	+3.1	+2.1	+2.4	+2.9	+1.9	+3.1
Punjab . . . . .	+10.3	+5.6	+2.5	+1.9	+0.4	+0.4	+0.1	+3.0
Sind . . . . .	+1.7	+2.2	+0.6	+0.7	-0.1	-1.1	-0.7	+0.5
Rajputana . . . . .	+2.5	+1.4	+0.1	-0.7	+0.9	+1.4	+1.1	+1.0
Gujarat . . . . .	-1.5	-1.7	-1.4	-1.9	-2.5	-0.6	-0.8	-1.5
Central India . . . . .	+0.2	-0.2	+0.8	+0.7	+0.3	+1.9	+0.4	+0.6
Central Provinces . . . . .	+1.1	+1.3	+2.2	+2.1	+4.4	+5.2	+5.8	+3.2
Berar . . . . .	-0.3	0	+1.4	+0.5	+2.1	+3.5	+4.5	+1.7
West Coast . . . . .	-0.9	-1.1	-0.9	0	+0.7	+1.0	+1.0	0
Bombay Deccan . . . . .	-1.4	-1.4	-0.4	-0.2	0	+1.0	+1.0	-0.2
Mysore . . . . .	-1.6	-1.6	-1.8	-0.8	+1.4	+2.8	+0.5	-0.2
Madras Coast . . . . .	+2.0	+4.2	+3.3	+1.7	+2.0	+1.4	-0.8	+2.0
Madras Deccan . . . . .	-2.0	-1.2	-0.3	-0.7	+1.8	+4.0	+1.2	+0.3
South India . . . . .	-3.1	-0.8	-0.2	-0.6	+1.5	+3.4	+1.0	+0.2
Mean for whole of India . . . . .	+1.1	+1.1	+1.2	+1.3	+1.8	+2.1	+1.5	+1.4

The mean temperature of the whole country on each day of the week was above the normal, the excess having been greatest on June 1st and 2nd.

The following were the highest maxima reported on each day:

May 28th . . . . .	118.0°	at Jacobabad.
" 29th . . . . .	114.2°	" Do.
" 30th . . . . .	112.7°	" Do.
" 31st . . . . .	112.2°	" Do.
June 1st . . . . .	113.2°	" Mainpuri.
" 2nd . . . . .	113.6°	" Cawnpore.
" 3rd . . . . .	114.0°	" Chanda.

**Rain.**—The rainfall of the week under review has been less general and less heavy than during the preceding week. Practically no rain fell over West Bengal, the North-West Provinces, the Punjab (except on and near the Hills), the central parts of India, North Bombay and some east coast districts. Rain was hence confined to Burma, Assam and Bengal proper, all of which districts were under the influence of the southerly and south-easterly winds, which blew up from the Bay bringing much moisture with them and to the west and south-west of the Peninsula which districts were under the influence of slight intermittent advances of moist wind from the Arabian Sea. In addition to the above, there were occasional showers during the week over the Punjab Hills and at some places in Madras, but these showers, which ordinarily accompanied dust or thunder storms, were local and generally light, so that they were only of slight importance. The rainfall returns show that during the week rain fell in Burma on each day; in Assam on each day; in East Bengal principally on the 2nd and in other parts of Bengal principally on the 29th, 30th and 31st; in the Punjab Hills on the 29th and 30th; in the west of the Peninsula on the 28th, 29th, 30th and 31st and in the Madras districts on the 28th. The rainfall table at the



close of the summary shows that effective rain fell during the week in twenty-nine of the rainfall divisions, while in the other twenty-eight divisions the rainfall was either actually or practically nil. Within the region of effective rainfall the average actual falls ranged from 10.04 inches in Tenasserim, 9.00 inches in Arakan, 7.76 inches in the Surma division of Assam, 7.57 inches in the Hill division of Assam, 6.34 inches in Deltaic Burma and 5.27 inches in the Bengal Hills, 10.012 inch in Orissa, 0.13 inch in the North Punjab and Khandesh, 0.15 inch in the Bombay Deccan and 0.12 inch in Central Madras. Except in Tenasserim and parts of Assam and Bengal, where the rainfall as shown above was heavy, the average actual rainfall was lighter than usual, the principal cases of deficiency having been between one inch and one inch and a half in Central Burma, Upper Burma, Arakan, the Assam Valley, Deltaic Bengal, Central Bengal, Malabar and Coorg. On the other hand, there was an excess of over two inches in the Surma Valley and of over one inch in Tenasserim, Deltaic Burma and the Bengal Hills.

The following were the principal large totals recorded at individual stations during the week:

Burma	Moulmein	10.04 inches.
	Kyaukpyu	12.43 "
Assam	Cherra Poonjee	20.87 "
	Sunamgunj	15.56 "
Bengal	Netrokona (Mymensingh)	8.35 "
	Matabhaza (Cooch Behar)	12.82 "
Malabar	Cannanore	6.12 "
Konkan	Bhatkal (Karwar)	8.09 "
Madras	Tirupathur (Madura)	2.22 "

The three concluding columns of the table show the average actual and average normal rainfall for the whole period from February 26th to June 3rd. The total actual fall has been short of the total normal fall by 20 per cent. or more in South Bihar, the west submontane division of the North-West Provinces, the hill division of the North-West Provinces, all the Punjab divisions, the west and central divisions of the Central Provinces, Gujarat, Kathiawar, Central India, Rajputana and Hyderabad (South). In all the other divisions the rainfall was about normal or more or less in excess. In Western Rajputana no rain whatever has fallen throughout the whole period, and in Gujarat, Kathiawar and the West and South Punjab the total amount for the whole period has been insignificant. March was a dry month almost everywhere, the only exceptions being Sind on the one side and Assam and North Bengal on the other, and on the 1st of April only six divisions exhibited any excess of rain, while many divisions had received either no rain whatever or only insignificant amounts. April was a much more disturbed month—more especially over the Peninsula, and at the end of the month the rainfall showed an excess except in Burma, the North-West Provinces, the Punjab, the central districts and North Bombay. May was wetter than usual in the north-east, but elsewhere the rainfall was about normal, though quite at the close of the month the burst of rain which occasionally occurs along the Malabar Coast was wanting on this occasion.



PROVINCE.	DIVISION.	RAINFALL DATA FOR YEAR ENDING JUNE 30, 1899.			RAINFALL DATA FROM FEBRUARY 1ST TO JUNE 30, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or deficit in inches.	Average actual rainfall of season to date.	Average normal rainfall, February 1st to June 30.	Excess or de- ficient of (per- centage) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	10'04	8'11	+ 1'93	28'24	26'86	+ 5
	2. Lower Burma Deltaic.	6'34	4'50	+ 1'84	28'51	15'33	+ 86
	3. Central do.	1'86	2'90	- 1'04	9'97	9'05	+ 10
	4. Upper do.	1'22	2'32	- 1'10	10'03	8'60	+ 17
	5. Arakan	9'00	10'48	- 1'48	28'16	26'99	+ 4
BENGAL AND ASSAM	6. Eastern Bengal	2'05	2'52	- 0'47	24'12	17'56	+ 37
	7. Assam-Surma	7'76	5'58	+ 2'18	45'10	44'55	+ 1
	8. Do. Hills	7'57	7'31	+ 0'26	40'75	41'29	- 1
	9. Do. Brahmaputra	1'67	2'80	- 1'13	25'02	23'98	+ 4
	10. Deltaic Bengal	0'43	1'64	- 1'21	14'72	11'47	+ 28
	11. Central do.	0'69	1'74	- 1'05	7'27	8'31	- 13
	12. North do.	3'90	3'02	+ 0'88	16'68	16'48	+ 1
	13. Bengal Hills	5'27	3'43	+ 1'84	26'00	18'87	+ 41
	14. Orissa	0'12	1'00	- 0'88	9'60	6'44	+ 49
	15. Chota Nagpur	0'05	0'87	- 0'82	4'99	4'07	+ 7
	16. South Bihar	0	0'71	- 0'71	2'08	2'62	- 21
	17. North do.	0'23	1'05	- 0'82	6'11	4'51	+ 35
NORTH-WESTERN PROVINCES AND ODISH.	18. N.-W. P. East	0	0'22	- 0'22	1'03	1'03	+ 48
	19. South Oudh	0'01	0'16	- 0'15	1'34	1'09	+ 23
	20. North do.	0'05	0'31	- 0'26	2'35	1'71	+ 37
	21. N.-W. P. Central	0	0'12	- 0'12	0'70	0'85	- 18
	22. Do. West	0	0'17	- 0'17	1'09	1'19	- 8
	23. Do. East Submontane	0'01	0'41	- 0'40	2'94	1'69	+ 56
	24. Do. West do.	0'02	0'33	- 0'31	1'79	2'39	- 25
	25. Do. Hills	0	0'70	- 0'70	3'63	6'80	- 47
PUNJAB	26. South-East Punjab	0	0'22	- 0'22	0'59	1'48	- 60
	27. South do.	0	0'16	- 0'16	0'35	1'55	- 71
	28. Central do.	0	0'16	- 0'16	1'53	2'67	- 43
	29. Punjab Submontane	0'01	0'18	- 0'17	0'94	2'67	- 65
	30. Do. Hills	0'34	0'82	- 0'48	3'04	7'35	- 59
	31. North Punjab	0'13	0'22	- 0'09	2'82	5'30	- 47
	32. West do.	0	0'11	- 0'11	0'37	1'45	- 74
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	2'66	4'13	- 1'47	18'97	14'74	+ 29
	34. Madras South-Central	0'67	1'07	- 0'40	9'84	8'09	+ 22
	35. Coorg	1'32	2'73	- 1'41	9'68	10'80	- 10
	36. Mysore	0'34	0'96	- 0'62	7'26	5'39	+ 35
	37. Konkan	0'79	1'49	- 0'70	4'89	3'62	+ 87
	38. Bombay Deccan	0'15	0'85	- 0'70	3'88	3'04	+ 28
	39. Hyderabad North	...	...	...	...	...	...
	40. Khandesh	0'13	0'86	- 0'73	1'76	1'75	+ 1
CENTRAL PROVINCES AND BERAR.	41. Berar	0'01	0'49	- 0'48	1'48	1'18	+ 25
	42. Central Provinces West	0	0'48	- 0'48	0'84	1'29	- 35
	43. Do. do. Central	0	0'34	- 0'34	0'74	1'56	- 53
	44. Do. do. East	0'04	0'39	- 0'35	2'49	2'38	+ 5
BOMBAY (NORTH)	45. Gujarat	0	0'17	- 0'17	0'11	0'33	- 67
	46. Kathiawar	0	0'12	- 0'12	0'09	0'49	- 82
	47. Sind	0	0'02	- 0'02	0'87	0'48	+ 81
	48. Baluchistan Hills	0	0	0	4'98	3'90	+ 28
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0'01	0'58	- 0'57	0'38	1'46	- 74
	50. Rajputana East, Central India West.	0'03	0'58	- 0'55	0'81	1'47	- 45
	51. West Rajputana	0	0'27	- 0'27	0	1'28	- 100
MADRAS	52. East Coast North	0'35	0'62	- 0'27	6'01	3'66	+ 67
	52-A. Do. do.(s)	0'30	0'95	- 0'65	6'90	5'75	+ 20
	53. Hyderabad South	0'03	1'10	- 1'07	2'00	3'59	- 44
	54. Madras Central	0'12	0'56	- 0'44	3'65	2'81	+ 30
	55. East Coast Central	0'01	0'37	- 0'36	4'87	2'39	+ 107
	56. Do. South	0'23	0'50	- 0'27	7'35	4'31	+ 71
	57. Madras South	0'21	0'34	- 0'13	8'16	5'25	+ 55

W. L. DALLAS,  
for Meteorological Reporter to the  
Government of India.

SIMLA, 8th June, 1899.

M. FINUCANE,  
Offg. Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 3rd June.*—There was moderate rainfall on the West Coast and on the hills and scattered showers elsewhere. The rainfall to date has generally exceeded the average. The water-supply is normal for the season and is improving in parts. Ploughing is general and sowing has begun on the West Coast. The standing crops are in good condition. Pasture is scanty, but fodder is available. Cattle are in normal condition. Prices are almost stationary.

**Bombay.**—*For week ending 8th June.*—There was rain in ten districts during the week, but the fall was generally light. Preparations for monsoon cultivation are progressing generally, and sowing is going on in seven districts. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in seven and fallen in six districts; elsewhere they are stationary.

**Bengal.**—*For week ending 5th June.*—There was good general rain in the north and east of the Province; in other parts hot weather prevailed throughout the week and only scattered showers are reported. The general agricultural prospects continue satisfactory, but want of rain is felt in some districts. Ploughing and early sowings are proceeding and autumn rice and jute already sown are doing well. Sugarcane and other crops in the ground are in good condition. In the Sadar sub-division of Dacca the young paddy plants are being destroyed by locusts and insects, and insects have also appeared in places in Backergunge. Prices continue almost stationary. There is no want of fodder, except in one thana in Manbhurn, as previously reported.

**North-Western Provinces and Oudh.**—*For week ending 7th June.*—Except for slight showers in a few districts, the weather during the week has been clear. Harvesting of extra crops continues in parts. Irrigation of indigo and sugarcane and weeding of the latter continue. Preparations for the autumn crop sowings are still in progress. Supplies and fodder are sufficient. Prices have slightly risen in a few districts, but otherwise they are stationary to falling.

**Punjab.**—*For week ending 8th June.*—Slight rain has fallen in parts of the Sialkot and Rawalpindi districts. Harvesting of the spring crops is nearly finished, and watering of extra spring crops and weeding of sugarcane, tobacco, and cotton are in progress. Rain is badly wanted for autumn sowings. The outcome of the spring crops is reported average or below average. Prospects of the extra spring crops are fair. The standing autumn crops are generally in fair condition. Cattle are getting lean, owing to the scarcity of fodder in Delhi, Shahpur, and parts of Hissar and Dera Ismail Khan; their condition is reported good from other districts. Fodder is scarce in Delhi, Shahpur, and parts of Hissar, Peshawar, and Dera Ismail Khan; but is sufficient elsewhere. Prices—especially of wheat—are rising in Umballa, Amritsar, and Rawalpindi; falling in Peshawar and Dera Ismail Khan; and are unchanged elsewhere. Wheat is selling from 16½ to 22½; gram 20 to 21; maize 28 to 33; barley 32; bulrush-millet 18 to 26; great millet 24; and rice 13½ to 14½ seers per rupee.

**Central Provinces.**—*For week ending 6th June.*—The weather has been very hot and occasionally cloudy. 3,522 and 2,237 persons are in receipt of relief in the Saugor and Damoh districts, respectively. Preparation of land for autumn sowings is in progress, and sowing of rice has commenced in parts of Bhandara and Sambalpur. Scarcity of water continues to be felt in parts of Saugor, Mandla, Chhindwara, Chanda, Bhandara, Nagpur, and Raipur. Fodder is scarce in parts of seven districts. The price of wheat, gram, rice, and *juar* has fallen in some districts and has risen in others. The cheapest prices are—wheat 21, gram 37, rice 21, and *juar* 29 seers per rupee; the dearest prices are—wheat 13, gram 18, rice 10, and *juar* 21 seers per rupee.



**Burma.**—*For week ending 3rd June.*—In Lower Burma ploughing for wet weather paddy has commenced in most districts. In Upper Burma reaping of dry weather paddy continues in parts of Pakòkku, Minbu, the Singu township of Mandalay, Katha, and Lower Chindwin, and is completed in the Yesagyo township of Pakòkku, Bhamo, and the Upper Chindwin. Sowing of paddy on the hill-sides of the Northern districts continues. Ploughing and sowing of early sesamum, cotton, and peas; and ploughing for early paddy crops continue in most districts. The early crop is being transplanted in Kyaukse. The condition of standing crops is generally good, but dry weather paddy has been injured by excessive rain in Minbu, the Bhamo sub-division of Bhamo, in three townships of Katha, and in the Legayaing sub-division of the Upper Chindwin. Price of paddy has fallen largely in Akyab; slightly in Myingyan; and has risen in Thaton and Thayetmyo; elsewhere it is stationary and generally below normal, except in Amherst and the Upper Chindwin.

**Assam.**—*For week ending 6th June.*—The weather is wet. Ploughing for late rice; sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Prospects of tea are fair, but blight is prevalent in parts of Darrang and Sibsagar. Early rice is partly damaged by insects and rain in Nowgong. Prices—common rice—Silchar and Dhubri 16, Sylhet 21, Gauhati 17, Tezpur, Sibsagar, and Dibrugarh 12, and Nowgong 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 7th June.*—**MYSOORE:** Rainfall—48 cents in the Civil and Military station and rain general in the Province. Prices have slightly risen in Kolar and Shimoga and fallen in Bangalore, Hassan, and Kadur. Paddy has been sown in Kolar, Tumkur, and Chitaldrug.

**COORG:** Rainfall—66 cents. Ploughing for rice and *ragi* (*Eleusine coratana*) continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 7th June.*—**BERAR:** The weather is warm and cloudy. Preparation of land for the monsoon crop continues. Fodder is scarce in the Wun district. The water-supply is insufficient in parts of five districts. Prices are steady.

**HYDERABAD:** Rainfall during the week—3 cents. The winter rice harvest is over. Preparations for the autumn sowings are going on. Prices of grain are steady. Prices—wheat 10, coarse rice 10½, and *jowari* 25½ seers per current sicca rupee.

**Central India.**—*For week ending 7th June.*—Partial rain fell during the week in the Bhopal Agency. Agricultural operations have been completed in Gwalior, Bundelkhand, and Bhopawar. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.

**Rajputana.**—*For week ending 7th June.*—Rainfall—11 cents in Bikanir. Agricultural operations are proceeding satisfactorily. Agricultural stock is in fair to good condition, but is getting lean and emaciated in Kherwara. Fodder is scarce throughout the greater part of Rajputana. Prices are rising in two States, and there is a slight rise in Ajmere; they are fluctuating in Jhallawar and are steady elsewhere. Seven persons emigrated from Ajmere during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 617, Merwara 5,292, and Marwar 950. There are also 311 on ordinary works and 237 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere 18½, Beawar 18½, and Marwar 15 seers per rupee.

**Kashmir.**—*For week ending 6th June.*—The weather is fine. Prospects of spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 7th June.*—No rain. Prices are generally stationary. Prices—wheat from 16 to 19 and maize 25 to 29 seers per rupee. The condition of the standing crops is fair. The spring crops are still being threshed and housed in some places. Sowings of autumn crops are still going on. Fodder is sufficient.

**Nepal.**—*For week ending 3rd June.*—Rainfall—0·95 inch. The weather is very warm. Wheat is being harvested. Rice—9½ seers per rupee.

M. FINUCANE,

Offg. Secretary to the Government of India.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 28TH MAY 1898, AND FROM 1ST JANUARY TO 27TH MAY 1899.**

N.B.—As regards the figures in column *Total earnings from 1st January 1898*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 28TH MAY 1898.				WEEK ENDING 27TH MAY 1899.				Earnings from 1st January to 28th May 1898.	Earnings from 1st January to 27th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
<b>State lines worked by companies</b>													
<i>Standard gauge—</i>													
East Indian	694	1,740	18,32,035	760	1,747	11,77,000	674	3,07,09,263	2,84,81,000	...	2,43,250	18,320	
Bengal Central	162	125	20,891	213	125	29,300	234	4,46,580	4,33,000	...	...	...	
Bengal-Nagpur	181	868	1,49,025	172	1,196	1,37,000	116	35,54,758	30,38,000	3,63,643	...	...	
Indian Midland (incldg. Bhopal-Jabalpur)	171	800	1,45,030	182	868	1,64,000	177	20,17,172	31,53,000	3,34,828	...	...	
Beawada estn. (East Coast State)	181	21	3,718	177	21	2,600	183	82,940	80,000	...	...	...	
Washermanpet-Munir sec. (Des.-Mad.)	110	9	1,140	127	9	1,400	136	21,053	23,500	11,307	...	...	
<i>Metro gauge—</i>													
Rajputana-Malwa (incldg. G.R.-Nagda)	264	1,815	7,03,078	367	1,815	4,45,000	245	98,18,761	1,02,54,000	4,40,239	...	...	
Pilani-Dooma	44	17	643	39	17	500	47	13,042	15,000	1,008	...	...	
South Indian	161	1,042	1,80,535	173	1,023	1,64,000	180	34,01,276	33,08,000	...	93,276	4,403	
Mayavaram-Mutpet	83	54	5,810	108	54	4,800	89	98,500	92,400	...	...	...	
Southern Mahratta (incldg. G.M. From. sec.)	103	1,165	1,34,313	118	1,165	1,22,000	103	25,11,590	24,23,000	...	88,590	...	
Mysore section (Southern Mahratta)	107	298	23,621	114	298	31,900	74	6,74,075	3,99,000	...	2,75,075	...	
Bengal and North-Western system	162	854	1,71,982	200	1,068	1,85,000	174	30,15,281	33,45,000	3,32,719	...	...	
Lucknow-Bareilly	106	230	28,280	157	231	27,100	117	4,98,236	5,27,000	28,764	...	...	
Assam-Bengal	90	286	22,019	90	434	29,400	68	5,89,178	6,85,000	1,46,822	...	...	
Burma	223	936	1,85,846	177	936	1,05,000	177	44,40,458	38,35,000	...	4,91,458	...	
<b>TOTAL</b>	266	10,350	81,12,206	369	11,009	20,70,400	343	5,87,51,703	6,30,90,300	4,38,087	...	...	
<b>State lines worked by the State.</b>													
<i>Standard gauge—</i>													
North Western (a)	267	2,830	9,03,617	318	2,902	7,70,000	260	1,71,22,143	1,41,70,000	...	29,52,143	...	
Omah and Rohilkhand (incldg. m. g. link)	217	1,010	2,22,340	220	1,013	3,10,000	246	42,42,505	46,06,000	3,68,495	...	...	
Eastern Bengal (incldg. metro & 9' 6")	319	819	2,67,383	327	834	2,50,000	300	57,34,633	50,69,000	4,83,957	...	...	
East Coast (b)	116	528	72,673	136	795	83,000	105	12,42,403	17,45,000	4,23,957	...	...	
<i>Special gauge—</i>													
Jorhat	68	25	1,802	74	26	1,000	64	30,093	34,200	4,107	...	...	
Cherra-Companyganj	20	...	...	...	...	...	...	(d) 424	(e) 8,400	2,976	...	...	
<b>TOTAL</b>	261	5,278	14,69,624	278	5,629	13,34,200	341	2,84,84,800	2,56,57,300	...	28,27,500	...	
<b>Lines worked by guaranteed m.a.</b>													
<i>Standard gauge—</i>													
Great Indian Peninsula system	514	1,491	8,02,711	338	1,491	6,28,000	421	1,68,50,177	1,71,81,000	3,30,823	...	...	
Bombay, Baroda and Central India	775	461	5,55,901	1,162	461	3,89,000	842	71,04,250	72,43,000	74,750	...	...	
Madras	259	840	2,45,710	302	843	1,78,000	208	45,59,392	38,10,000	...	7,49,392	...	
<b>TOTAL</b>	450	2,792	15,84,322	567	2,795	11,01,000	426	2,85,13,800	2,82,66,000	...	2,47,800	...	
<b>TOTAL (GUARANTEED AND STATE ASSISTED COMPANIES)</b>	267	19,821	61,35,212	334	10,423	52,15,000	368	11,54,48,572	11,30,13,300	...	24,35,272	...	
<b>Standard gauge—</b>													
Delhi-Una-Balla-Kalka	217	162	31,599	108	162	24,400	151	7,64,613	5,71,000	...	1,93,613	...	
Tarkwar	220	22	5,358	243	22	5,300	241	1,50,547	1,44,000	...	6,547	...	
Southern Punjab (Delhi-Samaita)	75	400	64,308	161	428	28,430	84	5,45,188	5,52,000	6,812	...	...	
Tapti Valley	...	...	...	...	38	2,300	64	...	41,200	41,200	...	...	
<i>Metro gauge—</i>													
Brahmaputra-Railtapan	...	...	...	...	25	900	32	...	(f) 6,800	6,800	...	...	
Mymensingh-Jamshilpur-Jagannathganj	...	...	...	...	28	1,000	30	...	25,800	25,800	...	...	
Rohilkhand and Kunnon (Co.'s sec.)	137	66	10,152	154	66	8,000	121	1,82,005	1,90,000	7,335	...	...	
Sogowli-Bazaul	...	...	...	...	18	500	23	...	(g) 6,000	6,000	...	...	
Bengal Doonars	105	30	4,518	126	26	4,400	122	70,583	62,500	8,083	...	...	
Dibru-Sohiya	280	79	19,077	218	79	16,600	213	3,35,092	3,08,000	32,092	...	...	
Ahmedabad-Parantij	59	45	3,977	76	45	4,800	67	65,911	75,700	10,089	...	...	
<i>Special gauge—</i>													
Darjeeling-Himalayan	268	51	19,309	280	51	19,000	373	2,84,802	2,74,000	...	10,802	...	
Barsi	158	21	3,229	164	21	3,200	152	71,702	80,500	8,798	...	...	
<b>TOTAL</b>	135	491	1,04,174	179	1,028	1,25,000	123	21,69,613	23,98,200	...	20,413	...	
<b>Lines owned by native states and worked by other agencies.</b>													
<i>Standard gauge—</i>													
Bina-Coena	21	74	1,810	25	118	8,900	47	44,422	1,06,000	61,578	...	...	
Bhopal-Ujjain	75	114	7,820	89	114	11,000	102	1,81,375	2,21,000	39,625	...	...	
Nagda-Cojain	46	55	3,705	106	54	2,900	85	59,567	55,400	4,167	...	...	
The Nizam's guaranteed state	213	234	78,551	233	834	68,200	189	16,40,730	15,79,000	61,730	...	...	
The Gackwar's Pethad	76	13	1,479	114	13	1,400	108	15,143	21,400	6,257	...	...	
Bajpura-Bhatinda	140	108	20,846	138	108	16,000	154	8,07,831	2,50,000	...	5,57,831	...	
Kolar-Gold-Bolder	408	10	4,309	437	10	1,200	120	84,354	90,700	6,346	...	...	
<i>Metro gauge—</i>													
Yewantpur-Mysore From. sec. (incldg. M.-Nanjangud)	71	60	8,023	83	68	4,000	61	97,105	94,200	...	2,905	...	
The Gackwar's Mahabada	81	23	7,149	77	93	7,800	84	1,48,074	1,47,000	1,074	...	...	
Kolhapur	55	29	2,084	72	29	2,000	69	33,083	44,400	11,317	...	...	
<i>Special gauge—</i>													
The Gackwar's Dabhoi	58	79	6,645	84	70	8,500	108	89,404	97,000	7,596	...	...	
Rajpiple	13	19	236	14	24	700	29	4,018	10,000	11,982	...	...	
Cooch Behar	63	22	1,331	61	24	1,700	50	31,320	29,500	...	1,820	...	
<b>TOTAL</b>	133	904	1,41,788	142	1,095	1,38,500	118	27,33,026	26,89,300	...	43,726	...	
<b>Lines owned &amp; worked by n. states.</b>													
<i>Metro gauge—</i>													
Bhavnagar-Gondal-Janagad-Portbandar	126	334	66,166	198	334	85,900	107	8,86,713	8,52,000	...	34,713	...	
Jetaley-Bijkot	80	46	4,214	82	46	4,000	87	77,989	85,200	7,211	...	...	
Jamnagar	38	24	2,456	46	34	2,700	50	43,038	48,000	5,062	...	...	
Dhruvagar	...	...	...	...	21	1,700	81	...	31,500	31,500	...	...	
Jodhpore-Bikaner	66	304	23,978	66	407	36,400	78	5,07,221	7,84,000	2,76,779	...	...	
Qodeypore-Chitor	42	40	8,248	57	61	2,900	64	50,070	60,300	10,230	...	...	
<i>Special gauge—</i>													
Morvi	82	94	11,581	129	94	9,800	102	1,47,800	1,77,000	29,190	...	...	
<b>TOTAL</b>	84	922	1,11,840	117	1,077	1,41,100	87	17,10,113	20,47,000	3,36,887	...	...	
<b>GRAND TOTAL</b>	273	21,162	80,79,014	311	22,822	50,84,100	249	12,27,93,024	12,61,40,300	...	33,46,276	...	

(a) Includes Jamnagar and Kachhar and Hyderabad-Bhadravalli rye.

(b) Includes Barwade-Madras ry.

(c) Closed for traffic.

(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.

(f) From 1st April to 27th May 1899.

(g) From 1st March to 27th May 1899.

W. J. McELHINNY, Captain, R.E.,

Offg. Under Secy. to the Govt. of India

SIKLA, 21st June, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. VIII of 1899-1900.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, so far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 26TH MAY 1899.				WEEK ENDING 27TH MAY 1899.				Earnings from 1st April to 26th May 1899.	Earnings from 1st April to 27th May 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	654	1,740	18,32,025	766	1,747	11,77,000	674	1,08,38,697	1,02,34,000	...	6,34,097	...	
Bengal Central	188	125	26,831	215	126	29,270	234	1,84,092	1,64,000	...	10,092	...	
Bengal Nagpur	180	862	1,48,925	172	1,186	1,37,000	116	15,66,863	18,90,000	...	1,07,863	...	
Indian Midland (incldg. Bhopal-Mtard)	185	800	1,45,528	182	868	1,54,000	177	12,55,522	18,17,000	...	61,478	...	
Beawada extn. (East Coast State)	185	21	9,718	177	21	2,500	183	39,342	27,000	...	11,842	...	
Washermenpet-Eandor sec. (Bor.-Mad.)	185	9	1,140	127	9	1,400	156	8,400	18,200	...	8,800	...	
Metre gauge—													
Rajputana-Malwa (incldg. G.-E.-Nagda)	210	1,815	7,03,078	387	1,815	4,48,000	243	44,88,003	38,39,000	...	3,09,603	...	
Palampur-Deesa	44	17	648	38	17	800	47	5,814	5,700	...	114	...	
South Indian	160	1,042	1,80,535	178	1,023	1,64,000	100	14,13,501	13,44,000	...	69,501	...	
Mayavaram-Mutapur	92	54	8,810	108	54	4,800	89	42,844	38,400	...	8,844	...	
Southern Mahratta (incldg. G.-M. From sec.)	113	1,165	1,34,313	116	1,165	1,28,000	103	11,38,003	10,40,000	...	98,003	...	
Mysore section (Southern Mahratta)	123	286	33,821	114	286	21,900	74	2,85,425	1,70,000	...	92,425	...	
Bengal and North-Western systems	147	854	1,71,092	800	1,082	1,88,000	174	12,88,429	15,81,000	...	2,47,561	...	
Lucknow-Bareilly	61	231	36,289	157	231	27,100	117	4,17,984	2,19,000	...	16	...	
Azamgarh-Benaul	73	286	22,919	80	454	28,400	68	2,05,058	2,87,000	...	31,942	...	
Barna	184	956	1,66,608	177	936	1,68,000	177	15,14,528	10,52,000	...	1,02,528	...	
TOTAL	945	10,233	31,12,286	803	11,009	26,70,400	243	2,43,90,050	2,29,77,800	...	14,12,250	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	2,886	9,03,917	813	2,882	7,70,000	260	69,39,397	58,33,000	...	12,09,397	...	
Oudh and Rohilkhand (incldg. m. g. link)	195	1,013	2,22,340	220	1,013	2,49,000	246	18,46,856	10,89,000	...	1,52,144	...	
Eastern Bengal (incldg. metre & 2' 6")	382	519	2,37,833	327	894	2,80,000	300	19,63,149	18,84,000	...	74,149	...	
East Coast (b)	106	588	78,673	136	795	85,600	105	5,23,948	7,23,000	...	2,06,052	...	
Special gauges—													
Jorhat	69	25	1,852	74	25	1,600	64	13,009	12,000	...	1,009	...	
Cherra-Companyganj	44	...	...	...	...	...	...	...	...	...	...	...	
TOTAL	235	5,378	14,66,624	276	4,629	13,34,200	241	1,12,77,959	1,02,61,000	...	10,16,959	...	
Lines worked by guaranteed sec.													
Standard gauge—													
Great Indian Peninsula system	391	1,491	8,02,711	388	1,491	6,28,000	421	74,74,092	58,10,000	...	16,64,092	...	
Bombay, Baroda and Central India	595	461	5,65,891	1,102	441	8,88,000	642	34,21,633	31,20,000	...	7,01,633	...	
Madras	241	840	2,45,710	291	843	1,75,000	208	18,45,739	15,00,000	...	3,45,739	...	
TOTAL	377	2,792	15,84,312	787	2,735	11,91,000	426	1,31,41,463	1,04,42,000	...	26,99,463	...	
TOTAL (GUARANTEED AND STATE) ASSISTED COMPANIES.													
Standard gauge—													
Delhi-Umballa-Kalka	207	163	31,268	163	162	24,400	151	2,63,180	2,27,000	...	36,180	...	
Tarakeswar	279	22	3,540	243	22	3,300	241	67,183	68,800	...	8,800	...	
Southern Punjab (Delhi-Samratia)	42	400	64,808	161	422	23,600	64	2,16,542	2,53,000	...	63,542	...	
Tapti Valley	...	...	...	...	30	2,300	64	...	18,800	...	18,800	...	
Metre gauge—													
Brahmaputra-Sutanpur	...	...	...	...	25	800	32	...	6,800	...	6,800	...	
Mymensingh-Jamalgur-Jagannathganj	...	...	...	...	33	1,000	30	...	8,200	...	8,200	...	
Rohilkhand and Kumaon (Oo.'s sec.)	121	86	10,152	154	86	8,000	121	89,582	75,500	...	14,082	...	
Bogwalia-Kazaul	...	...	...	...	18	600	38	...	4,800	...	4,800	...	
Bengal Donora	149	86	4,518	128	36	4,400	129	25,317	24,000	...	1,317	...	
Dibru-Sadiya	188	78	18,977	218	78	16,800	213	1,36,183	1,37,000	...	867	...	
Ahmedabad-Paritij	45	55	9,937	78	55	4,800	87	35,963	61,900	...	8,863	...	
Special gauges—													
Darjeeling-Himalayan	274	51	19,806	280	51	19,000	373	1,47,033	1,28,000	...	18,033	...	
Ram	125	21	3,229	154	21	3,200	152	81,970	37,900	...	4,470	...	
TOTAL	147	891	1,59,174	170	1,026	1,25,900	123	11,10,619	10,63,900	...	1,07,619	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Coona	26	74	1,810	25	148	6,800	47	19,478	42,700	...	23,221	...	
Bhopal-Ujjain	61	114	7,859	80	114	11,600	102	75,548	69,300	...	13,748	...	
Nagda-Ujjain	60	85	3,705	106	84	3,900	85	28,088	22,500	...	5,588	...	
The Nizam's Guaranteed State	331	324	78,551	335	324	63,300	189	7,03,147	5,86,000	...	1,17,147	...	
The Gokwar's Peled	54	13	1,479	114	13	1,400	108	9,247	9,900	...	653	...	
Rajpura-Bhatinda	123	106	20,866	108	108	16,800	154	1,22,905	1,11,000	...	11,905	...	
Kolar Gold-fields	492	10	4,869	437	10	1,200	120	82,238	19,700	...	19,538	...	
Metre gauge—													
Tarakeswar-Mysore From sec. (incldg. M.-Naujengad)	84	66	5,693	88	66	4,000	61	41,161	29,400	...	11,761	...	
The Gokwar's Mehsana	71	28	7,158	77	28	7,800	84	66,818	59,300	...	7,518	...	
Kolhapur	67	29	3,084	72	29	2,000	69	15,183	16,000	...	1,417	...	
Special gauges—													
The Gokwar's Dehdoi	51	76	6,845	94	79	6,500	108	44,806	48,400	...	1,494	...	
Rajpura	11	19	259	14	24	700	29	1,774	6,000	...	5,196	...	
Oodh Behar	54	23	1,321	61	24	1,700	50	11,380	18,600	...	8,220	...	
TOTAL	120	996	1,41,788	142	1,066	1,28,300	118	11,71,970	10,53,700	...	1,18,270	...	
Lines owned & worked by n. states.													
Metre gauge—													
Bhawanagar-Gondal-Jamagad-Forbendar	97	334	68,188	190	334	35,800	107	4,72,970	3,82,000	...	1,39,970	...	
Jalore-Rajkot	82	46	4,314	92	46	4,000	87	35,281	34,000	...	1,281	...	
Jamnagar	38	54	2,435	46	54	2,700	51	21,667	20,200	...	1,467	...	
Porbandar	...	...	...	...	21	1,700	81	...	13,400	...	13,400	...	
Jodhpore-Bikaner	93	364	22,978	66	467	36,400	78	2,08,736	2,93,000	...	84,261	...	
Godavari-Chitor	36	60	5,396	57	61	3,900	64	24,393	27,600	...	3,806	...	
Special gauges—													
Morvi	63	94	11,583	129	94	8,600	109	75,028	74,000	...	1,028	...	
TOTAL	75	932	1,11,840	117	1,077	94,100	87	8,37,973	7,95,900	...	42,973	...	
GRAND TOTAL													
		241	21,163	63,78,014	311	22,623	63,84,100	246	8,19,90,239	7,65,39,600	...	54,50,639	...

(a) Includes Jamnagar and Kachhar and Hyderabad-Dehdoi rly.

(b) Includes Beawada-Madras rly.

(c) Closed for traffic.

W. J. McLEHINNY, Captain, R.A.,  
Off. Under Secy. to the Govt. of India.

Printed at the Govt. Press, 1899.

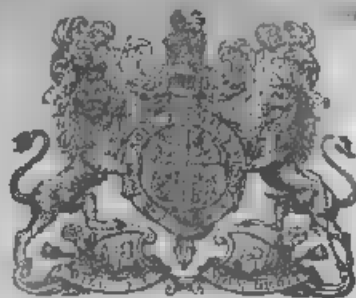


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SUPPLEMENT TO

# The Gazette of India.

No. 24.

CALCUTTA, SATURDAY, JUNE 17, 1899.

## OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the only of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
ACCOUNT  
RAILWAY.

REVIEW OF THE REVENUE AND EXPENDITURE OF THE RAILWAY BRANCH OF  
THE PUBLIC WORKS DEPARTMENT for 1897-98.

No. 140-A.—R., dated Simla, the 1st June 1899.

READ—

Note by A. R. Becher, Esq., Accountant General, Public Works Department, on the Capital and Revenue Accounts of Railways in India for 1897-98, No. 136 R., dated 6th April 1899.

**RESOLUTION.**—The note by the Accountant General, copy of which is appended, exhibits the transactions of the Public Works Department with regard to Railways during the year 1897-98, and shows the financial results to the State of the working of State and Guaranteed railways.

2. During the year under review, 183½ additional miles of railway were opened for traffic, and the further capital outlay incurred was as under:—

	Miles.	Capital outlay.	
		Rx.	£
<i>State Railways—</i>			
Productive . . . . .	46½	4,364,000	...
Defensive . . . . .	...	252,481	...
Total State railways . . . . .	46½	4,616,481	...
Guaranteed railways . . . . .	...	...	399,558
State lines leased to Companies . . . . .	137½	...	2,146,373
Branch line companies . . . . .	...	687,937	...
	183½	5,304,418	2,545,931



The mileage open at the end of the year aggregated 18,170½ miles exclusive of 2,994 miles of lines belonging to Native States and other bodies, with which the Government of India have no financial concern.

The capital outlay incurred on construction of State and Guaranteed railways to the end of 1897-98 stood as under :—

	Rx.	£
(i) On State lines—		
Direct capital outlay including outlay incurred from debentures raised by the East Indian Railway Company . . . . .	99,749,483	...
Redemption of liabilities . . . . .	...	33,553,451
(ii) On State lines leased to Companies . . . . .	...	29,484,713
(iii) On Guaranteed railways . . . . .	...	46,573,637
(iv) Branch line companies . . . . .	1,050,082	...
	<u>100,799,565</u>	<u>109,611,801</u>

3. The gross revenue for the year showed an increase of Rx. 1,125,254 over that of the previous year, bringing the total up to Rx. 24,474,090 derived as under :—

1896-97. Rx.		1897-98. Rx.
17,639,604	State railways . . . . .	19,044,525
5,685,180	Guaranteed railways . . . . .	5,414,596
24,052	Subsidised railways (repayment of advances of interest) . . . . .	14,969
<u>23,348,836</u>	GRAND TOTAL . . . . .	<u>24,474,090</u>

The gross charges for the year showed a decrease of Rx. 102,111, bringing the total expended down to Rx. 25,906,706 as under :—

1896-97. Rx.		1897-98. Rx.
11,487,615	Working expenses . . . . .	11,926,607
830,256	Surplus profits, share of net earnings, etc. . . . .	598,101
5,217,085	Interest on sterling outlay, including interest paid to Guaranteed Companies . . . . .	5,050,245
5,452,514	Interest on debt incurred for Capital . . . . .	5,009,138
2,844,343	Terminable annuities issued for purchase of railways . . . . .	2,676,715
177,004	Other charges . . . . .	145,900
<u>26,008,817</u>	GRAND TOTAL . . . . .	<u>25,906,706</u>

The transactions thus recorded result in a net charge to the State of Rx. 1,432,616, as compared with a net charge of Rx. 2,659,981 in the preceding year. In paragraph 7 of the Accountant General's note, the charge for the year will be seen to have been distributed as follows :—

1896-97. Rx.		1897-1898. Rx.
—1,096,659	State railways . . . . .	—15,691
—1,438,453	Guaranteed railways . . . . .	—1,301,905
—60,968	Subsidised Companies . . . . .	—98,791
—63,901	Miscellaneous . . . . .	—16,229
<u>—2,659,981</u>	Net charge . . . . .	<u>—1,432,616</u>



The transactions of the principal lines working up to the above result were as follows:—

Railway.	Gross Traffic earnings.	CHARGES.				
		Working expenses including Comptroller's share of surplus profits, etc.	Interest and annuities.	Charges of land and cost of controlling establishments, etc.	Total charges.	Gain + or loss —
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>State Railways.</i>						
East Indian	5,881,491	1,953,204	2,641,776	...	4,594,980	+ 1,286,511
Rajputana-Malwa system	1,974,470	993,044	606,981	...	1,600,025	+ 374,445
Bengal Nagpur	615,311	317,083	498,795	...	815,878	— 200,567
Burma railways	869,276	519,780	389,896	...	909,676	— 40,310
Eastern Bengal	1,539,213	666,423	591,637	...	1,258,060	+ 279,154
Bengal and North-Western and Tirhoot.	625,039	443,359	103,980	...	547,339	+ 77,700
Cutch and R. hillkhand	882,206	461,517	572,072	...	1,033,589	— 151,473
Indus Midland	568,634	312,564	498,451	...	721,015	— 152,381
North-Western	3,482,821	1,830,178	2,264,205	...	4,094,383	— 612,562
South Indian	594,402	507,859	781,079	...	889,938	— 295,536
East Coast	206,818	211,389	232,143	...	443,532	— 236,714
Southern Mahratta and Mysore.	837,429	571,194	489,762	...	1,060,956	— 223,527
Other railways	674,125	413,639	679,327	...	1,092,966	— 418,841
Total State railways	19,044,575	9,201,202	9,859,812	...	19,060,216	— 15,641
<i>Guaranteed Railways.</i>						
Great Indian Peninsula	2,873,077	1,873,721	1,862,299	7,480	3,743,500	— 870,423
Bombay, Baroda and Central India.	1,401,739	839,578	681,608	3,761	1,524,947	— 123,208
Madras	1,139,730	580,202	833,180	4,670	1,398,052	— 258,322
Total Guaranteed railways	5,414,546	3,293,501	3,377,087	15,911	6,771,500	— 1,356,954
Subsidised railways	14,069	...	...	113,760	113,760	— 99,791
Miscellaneous Railway Expenditure.	...	...	...	16,229	16,229	— 16,229
GRAND TOTAL	24,474,090	12,524,703	13,236,999	145,900	25,966,706	— 1,492,616

The traffic during the year improved considerably owing to the movement of troops in connection with the expeditions on the North-West Frontier and to the revival of traffic after the famine. The charge for interest and annuities was smaller owing to the rate of exchange that obtained during the year being more favourable. In return for the charge of Rs. 1,432,616 the State receives all the indirect benefits arising from a railway system of 18,170½ miles open to traffic.

4. The net receipts accruing to Government from all State lines, after deducting the payments made to working Companies in respect of surplus profits or share of net earnings, amounted to Rs. 9,843,323 (paragraph 12 of Accountant General's note), which gives a return of 5·67 per cent. on the total capital outlay actually incurred by the State as entered in rupees in the Government Accounts. This capital outlay does not, however, include that portion of the purchase price of the East Indian, the Sind, Punjab and Delhi and the Eastern Bengal Railways, which is being redeemed by the payment, from current revenues, of terminable annuities. If, however, in the case of the Guaranteed railways that have been



purchased by Government the amounts of capital expended by the several companies prior to their purchase by the State *plus* the capital outlay since incurred by the State be taken in lieu of the figures now appearing in the Government Accounts, which, as explained above, do not include certain transactions, the return given by the net receipts (Rx. 9,843,323) is 4·83 per cent., as shown in paragraph 16 of the Accountant General's note. These percentages indicate a satisfactory return on the capital expended, and the fact that there was a net charge to the State of Rx. 15,591 in respect of the State railways, as shown in paragraph 3 above, is due partly to the loss by exchange on the payments in England of the annuities and interest on the sterling portion of the capital, and partly to the fact that the annuities that are charged against the net revenues cover the enhanced value at which the capital of the several companies was taken over by Government and include also sinking fund charges for the redemption of the capital.

5. In paragraph 17 of the note the Accountant General gives yet another way in which the return from State railways may be stated. Remittances have to be made yearly from India to pay the interest in England on a sterling capital of £98,486,517. The equivalent of this sum in rupees, at the rate of exchange applicable for the year, added to the sum of Rx. 104,277,346, representing the rupee capital on which interest is paid in India, gives the total capital as Rx. 258,223,567, and the net receipts of Rx. 10,152,033 give a return of 3·93 per cent. thereon.

In the case of the East Indian Railway the net return on the capital stated in this way is 6·93 per cent., and this is practically what the East Indian Railway deferred annuity holder, as partner with Government, receives.

6. The working of the three Guaranteed railways during the year is reviewed in paragraphs 57 to 60 of the note. Including charges for land and supervision, the result has been a loss to the State of Rx. 1,301,905. Each of these railways was worked at a loss during the year under review, the loss entailed on individual lines being as under:—

	Rx.
Great Indian Peninsula Railway . . . . .	870,425
Bombay, Baroda and Central India Railway . . . . .	173,158
Madras Railway . . . . .	258,322
<b>TOTAL . . . . .</b>	<b>1,301,905</b>

On the other hand, however, although the result of working the Guaranteed railways has been a net loss to the State of Rx. 1,301,905, the Companies received during the year from Government a total sum of Rx. 109,280 as their share of surplus profits, which are, under the terms of the contracts, declared half-yearly, the sterling interest being converted for the purpose of this division at the fixed contract rate of 1s. 10d. against 1s. 3·35391005d., the rate adopted in the Government Accounts of the year under review. The unfavourable effects of this provision in the contracts with regard to each line are brought out in paragraph 58 of the Accountant General's note.

The Governments of Madras and Bombay (Railway), Bengal, the North-Western Provinces and Oudh, the Punjab and Burma.

The Chief Commissioners of the Central Provinces and Assam.

The Resident at Hyderabad.

The Agents to the Governor-General for Central India, Rajputana and Baluchistan.

The Accountant General, Public Works Department.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North Western, Eastern Bengal, Oudh and Rohilkhand, and East Coast Railways.

The Engineers-in-Chief, Mari-Attock Railway, Indus bridge, Godavari Bridge, Hardwar-Delhra Railway and Ghaziabad-Moradabad Railway.

ORDER.—Ordered, that the foregoing, with a copy of the note referred to, be forwarded to the Local Governments, Administrations and Officers noted on the margin, for information.

Ordered also, that a copy of the resolution and note be forwarded to the Department of Finance and Commerce, and that the papers be published in the *Gazette of India*.

F. R. UPCOTT,

Secretary to the Government of India.

*Documents accompanying.*

Note by the Accountant General, Public Works Department, No. 136 R., dated 6th April 1899.



Accompaniment to Public Works Department Resolution No. 140 A. R., dated 1st June 1899.

**Note by A. B. Becher, Esq., Accountant General, Public Works Department, upon the Capital and Revenue Finance Accounts of Railways in India for 1897-98.**

The revenue and expenditure of the Railway Branch of the Public Works Department is recorded under the following major heads:—

**Revenue—**

XXVI.—State Railways (Gross Traffic Receipts).

XXVII.—Guaranteed Companies (Net Traffic Receipts).

XXVIII.—Subsidized Companies (Repayment of advances of interest).

**Expenditure—**

34.—Construction of protective Railways (charged against Famine Insurance).

37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).

38.—State Railways—Working Expenses, Interest charges, etc.

39.—Guaranteed Companies—Surplus Profits, Land, Supervision and Interest.

40.—Subsidized Companies—Land, Subsidies and Advances of Interest.

41.—Miscellaneous Railway Expenditure (Surveys, etc.).

48.—State Railways—Construction.

51.—State Railways—Capital charge involved in Redemption of Liabilities.

2. In addition to the foregoing, this note and the accounts attached to it include the transactions recorded in the Finance and Revenue Accounts under the head "Capital Account of Indian Railway Companies," as well as the transactions of the following Native States Railways, the accounts of which are dealt with in this Department:—

Bhopal State Railway (Bhopal Section).

Amraoti Railway.

Khamgaon Railway.

3. The Warora and Umaria Collieries, both as regards capital and revenue transactions, are classed under State Railways.

4. For convenience, this note is divided into the following sections:—

Section A.—State Railways—Revenue transactions (Major heads XXVI and 38).

" B.—Guaranteed Railways—

(i) Revenue transactions (Major head XXVII).

(ii) Surplus Profits, Land, etc. (Major head 39).

" C.—Subsidized Companies (Major heads XXVIII and 40).

" D.—Miscellaneous Railway Expenditure (Major head 41).

" E.—Construction Expenditure (Major heads 34, 37, 48 and 51).

" F.—Capital Account of Guaranteed Companies.

" G.—Capital Account of Indian Railway Companies (exclusive of the three old Guaranteed Companies).

" H.—Railways belonging to Native States.

**General results of the year.**

5. An account is submitted with this review exhibiting in abstract, by Fund and Finance heads, the Revenue and Expenditure on account of State and Guaranteed Railways during the year, and a comparison is made therein of the results of the year, with the Budget and Revised Estimates and with the actuals of 1896-97.

6. The outlay on construction was as follows:—

	Rx.
34.—Construction of protective Railways (Famine Insurance) . . .	...
37.—Construction of Railways (charged against Revenue in addition to the above) . . .	3,792
48.—Construction of Railways (not charged to Revenue) . . .	3,682,005
Capital outlay by the old Guaranteed Companies . . .	437,919
State lines constructed by the agency of Companies . . .	3,526,515
Assisted Companies . . .	687,937
Capital outlay met from debentures raised by the East Indian Railway Company . . .	980,034
<b>Total</b> . . .	<b>9,268,762</b>



## 7. The results shown by the Railway Revenue Account are as follows:—

	State Railways.	Guaranteed Railways.	Subsidiary Companies.	Miscellane- ous.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts . . . .	10,044,525	5,414,506	14,969	...	24,474,000
Working expenses . . . .	8,713,408	3,213,204	...	...	11,926,607
<b>Net earnings</b> . . . .	<b>10,331,122</b>	<b>2,201,302</b>	<b>14,969</b>	<b>...</b>	<b>12,547,483</b>
<i>Charges upon net earnings.</i>					
Surplus profits and share of net earnings, etc., paid to Companies . . . .	487,799	110,302	...	...	598,101
Interest on debt incurred for Capital . . . .	5,509,138	...	...	...	5,509,138
Annuities charged upon Revenue Accounts,* £1,712,419 . . . .	2,676,715	...	...	...	2,676,715
Interest on advances of Capital by the Secretary of State, £218,884 . . . .	429,873	...	...	...	429,873
Interest on Capital Deposited by Companies, £784,779 . . . .	1,243,288	...	...	...	1,243,288
Guaranteed interest of the old Companies . . . .	...	3,377,084	...	...	3,377,084
Land charges, supervision and subsidies . . . .	...	15,911	118,760	...	129,671
Advances of interest to certain Companies . . . .	...	...	...	...	...
Miscellaneous Railway Expenditure . . . .	...	...	...	16,229	16,229
<b>TOTAL CHARGES</b> . . . .	<b>10,346,813</b>	<b>3,503,227</b>	<b>118,760</b>	<b>16,229</b>	<b>13,984,029</b>
<b>Net gain + or loss — to Government</b> . . . .	<b>—15,691</b>	<b>—1,301,905</b>	<b>—98,791</b>	<b>—16,229</b>	<b>—1,432,616</b>
<i>Compared with—</i>					
In 1896-97 . . . .	—1,096,859	—1,438,453	—80,968	—83,901	—2,659,981
" 1895-98 . . . .	—493,868	—1,061,752	+ 7,001	—71,649	—1,520,268
" 1894-95 . . . .	—737,450	—1,535,679	+ 25,000	—100,360	—2,348,489
" 1893-94 . . . .	—866,180	—778,938	+ 18,054	—103,439	—1,535,503

8. From the foregoing statement it will be seen that after meeting all charges for annuities and interest (including interest on capital expended on lines not opened for traffic), charges for land for Companies' lines and miscellaneous expenditure on surveys, etc., the result of the year is a net charge to the State of Rx. 1,432,616. The traffic during the year improved considerably owing to the movements of troops in connection with the expeditions on the North-West Frontier and to the revival of traffic after the famine; the rate of exchange which obtained for the year was also somewhat more favourable, with the result that the net charge is lower than in the previous year by Rx. 1,227,365 when it amounted to Rx. 2,659,981. The loss in this as in previous years may, however, be directly attributed to the low exchange prevailing. The interest and annuities paid in England amounted to £5,841,911, which, at the exchange of 15·85391005*d.* the rupee, aggregated Rx. 9,131,600, the difference between this and the old par of exchange being no less than Rx. 3,289,695.

9. In Schedule J will be found the charges upon the general tax-payer in respect of the construction of railways in India from 1858-59.

\* These annuities are terminable between the years 1968 and 1968.



## SECTION A.

## (i) STATE RAILWAYS.

*Gross Receipts and Working Expenses.*

10. At the beginning of the year under review 15,378 miles of State Railway were open for traffic,\* *etc.* :—

State lines worked by the State—						Miles.
Standard gauge	.	.	.	.	.	4,459½
Metre gauge	.	.	.	.	.	599
Special gauge	.	.	.	.	.	20
						<hr/> 5,094½
State lines worked by Companies—						
Standard gauge	.	.	.	.	.	8,740½†
Metre gauge.	.	.	.	.	.	6,548 ‡
						<hr/> 10,288½
TOTAL						<hr/> 15,378

11. During the year 1897-98, the following lengths of line were opened for traffic :—

		Miles.	Miles.
East Indian—			
Salanpur branch extension	.	.	1½
Indian Midland—			
Saugor to Damoh	.	.	47½
Bengal and North-Western (Company's section)—			
Salimpur to Barhaj	.	12½	
Mehinpurwa to Katarnian Ghat	.	27	
		<hr/>	80½
Burma—			
Mogaung to Myithyina	.	37	
Myithyina to Sedaw	.	13	
		<hr/>	50
Cawnpore-Burhwal (metre-gauge link)—			
Aishbagh to Cawnpore	.	.	45
TOTAL			<hr/> 193½

These figures give a total open mileage of 15,561½ miles at the end of the year, and allowing for corrections in mileages, including miles 13½ for the Rindli branch of the North Western Railway which was previously omitted, the mileage open on 31st March 1898 was 15,582½ § miles. The mileage of railways classed respectively as Imperial and Provincial was as under :—

						Miles.
Imperial	.	.	.	.	.	15,433½
Provincial	.	.	.	.	.	149
TOTAL						<hr/> 15,582½

\* Administration Report on the Railways in India for 1897-98—Part I, Appendix A.

† Includes Bengal Central Railway.

‡ Includes Bengal and North-Western Railway.

} Both these railways are the property of Companies, but for convenience are classed as State Railways.

§ As per Administration Report on the Railways in India for 1897-98—Part I, Appendix A.

Add—Cherra-Companygunj Railway now treated as a tramway for administrative purposes

Deduct—Calcutta Port Commissioners' Railway now treated as a railway for administrative purposes

Miles.

15,583

8

15,591

8½

15,599½

|| Includes Bengal Central and Bengal and North-Western Railways.



12. The gross receipts of the year amounted to Rx. 19,041,525, the working expenses to Rx. 8,713,403; the share of net earnings, surplus profits, and contributions to Provident Funds paid to Companies to Rx. 487,799, raising the total charges to Rx. 9,201,202 and leaving Rx. 9,843,323 as the net receipts accruing to Government from all the State lines during 1897-98. This result is better than that of 1896-97 by Rx. 1,023,272.

13. The Capital expenditure incurred by, or on the direct responsibility of, the State, including the Capital charge involved by incurring a specific amount of debt in purchase or redemption of liabilities in connection with lines formerly belonging to Guaranteed Companies and acquired by the State, is as under:—

	Rx.	£
(i) On State lines ( <i>vide</i> Schedule G)—		
(a) Direct Capital outlay . . . . .	97,061,400	...
(b) Expenditure incurred from debentures raised by the East Indian Railway Company . . . . .	2,656,088	...
(c) Redemption of liabilities . . . . .	...	33,553,451
(ii) On State lines leased to Companies (Capital raised wholly or in part by Companies under guarantee), <i>vide</i> para. 127 . . . . .	40,899,530*	...
<b>TOTAL</b> . . . . .	<b>140,140,013</b>	<b>33,553,451</b>

14. This sum, however, includes expenditure on lines not opened for traffic at the close of the year under review; on materials held in reserve on the North-West Frontier and with Store-keepers at ports; on projects abandoned or in abeyance as well as inefficient expenditure incurred in connection with lines transferred to Companies, the total amount involved being Rx. 12,341,069 (*vide* Schedule H). Excluding such expenditure, the open line Capital outlay at the close of 1897-98 may be stated at Rx. 161,861,395.

15. The net receipts accruing to Government for the year, Rx. 9,843,323, give a return on the total Capital outlay at the close of the year as thus stated at the rate of 5.67 per cent., and on the *open line* Capital outlay at the rate of 6.10 per cent.

16. The above results, although representing correctly the return on the Capital outlay actually incurred by the State, cannot be taken as giving the true returns from the State Railways on the actual money expended upon the various undertakings. Those of the old Guaranteed Railways, which have been purchased by the State, were for the most part acquired by the payment of annuities, including the establishment of sinking funds which will redeem the capital at the expiry of the periods for which the annuities are to run. These charges are met from current revenues, and in respect of the capital thus to be redeemed, no charge appears in the Government account of Capital outlay. On the other hand, in the case of the Oudh and Rohilkhand Railway, which was purchased outright, the outlay, as shown in the Government books, includes the premium paid on the Company's share Capital. The actual outlay incurred on the State Railways—taking, in the case of the Guaranteed Railways purchased by Government, the amounts expended by the several Companies *plus* the expenditure since incurred on construction—may† be stated at Rx. 203,622,044,† and on open lines at Rx. 191,280,975, *vide*

\* Excludes the outlay on the Bengal and North-Western Railway not guaranteed by the State.

† Sterling figures in the old Companies' accounts were converted at fixed contract rates. The difference between contract and actual average rates cannot be stated.

Outlay as recorded in Finance and Revenue Accounts ( <i>vide</i> para. 13)	Rx.
Add—Difference between outlay included above and actual rupee expenditure on lines purchased from Companies ( <i>vide</i> Schedule A)—	Rx.
East Indian . . . . .	21,049,601
Eastern Bengal . . . . .	1,954,777
Sind, Punjab and Delhi . . . . .	7,172,393
South Indian . . . . .	391,254
	21,093,665
Deduct—Premium on Oudh and Rohilkhand Railway . . . . .	1,174,260
	29,910,560
<b>Total</b> . . . . .	<b>203,622,044</b>



Schedule A, on which amounts the net receipts for 1897-98 give a return at the rate of 4·83 and 5·14 per cent., respectively.

17. Dealing with the matter in yet another way, the return from State Railways including the lines taken over from Companies might be stated as follows. The capital involved in the purchase of the East Indian Railway, the Eastern Bengal Railway, the Sind, Punjab and Delhi Railway, the Oudh and Rohilkhand Railway, and the South Indian Railway is stated partly in sterling and partly in rupees.

From the rupee earnings on these Railways, on other State Railways whose entire capital is stated in rupees, and on the State lines leased to Companies, remittances have to be made yearly to pay the sterling interest upon a sum of £98,486,517, which is the amount of the sterling capital; while rupee interest is paid in India upon Rx. 104,277,346, which is the amount of the rupee capital involved.

The effect as regards dividend to a shareholder is the same as if the sterling sum of £98,486,517 were converted into rupee capital at the rate of exchange for the year and the resulting rupees added to the rupee capital of Rx. 104,277,346 to form the total upon which the shareholder's return is based. Stated in this way the Capital outlay on these lines is equivalent to Rx. 258,223,567, and the net receipts of Rx. 10,152,083 give a return of 3·93 per cent. thereon.

18. The net receipts from the following Railways exceeded the interest charges for the year:—

RAILWAYS.	Net Receipts (less surplus profits and net earnings paid to Companies).	Interest and annuities, etc.	Surplus to State.
IMPERIAL.	Rx.	Rx.	Rx.
East Indian . . . . .	3,931,277	2,641,776	1,290,501
Rajputana-Malwa System . . . . .	981,425	606,981	374,445
Tirhoot . . . . .	181,680	103,980	77,700
Eastern Bengal . . . . .	863,791	691,637	272,154
Palanpur-Deesa . . . . .	1,227	933	294
Warora Colliery . . . . .	15,638	7,579	8,054
Lucknow-Bardilly . . . . .	36,404	36,188	216
South Indian . . . . .	396,543	352,079	44,464
Guntakul-Mysore Frontier . . . . .	26,516	23,808	2,908
PROVINCIAL.			
Mayavaram-Mutapet . . . . .	10,854	9,933	921

19. The net receipts of the North Western Railway fell short of the interest and annuity charges by Rx. 609,562, and were sufficient to give a return of only 3·57 per cent. on the actual Capital outlay. This is due to the unfavourable results on the Frontier section and to the heavy charge for exchange on the sterling payments of interest and annuities.

20. The financial results to the State of the working of the Companies' lines, classed as State Railways, are shown more fully in Schedule I. See paragraph 9.



*Comparison with Actuals during 1896-97 and Budget and Revised Estimates.*

21. The actual gross receipts and working expenses of State Railways for the year 1897-98 compare with the actuals of 1896-97, and with the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross receipts	19,044,525	18,995,000	+49,525	18,028,700	+1,020,825	17,639,604
Working expenses (including sur- plus profits, etc.).	9,201,202	9,249,100	—47,898	9,027,300	+173,002	8,819,553
Net receipts	9,843,323	9,695,900	+147,423	8,996,400	+846,923	8,820,051

*Receipts.*

22. *With Actuals of 1896-97.*—The receipts are more than the actuals of the previous year by Rx. 1,404,921, the improvement being due to an increase in traffic chiefly on the East Indian and North Western Railways to the extent of Rx. 433,565 and Rx. 594,911, respectively. The following lines also show increases:—Burma Railways (Rx. 65,014), Assam-Bengal (Rx. 40,106), Bengal and North-Western and Tirhoot (Rx. 60,033), Oudh and Rohilkhand (Rx. 63,185), Indian Midland (Rx. 82,888), and East Coast (Rx. 40,236). There were decreases on the Rajputana-Malwa and Southern Mahratta Railways which went to reduce the total increase in the traffic.

The increase of Rx. 433,565 on the East Indian Railway occurred partly under coaching and partly under goods traffic. Under the former the increases were principally in the pilgrim and Government traffic. The pilgrim traffic developed chiefly during the months, October to December 1897, which were considered auspicious for religious ceremonies, and there were large gatherings of pilgrims at Buxar, Allahabad, Thanagar and the several riverside stations during January 1898 in connection with the solar eclipse and the *Magh mela*. The largest increase, however, occurred in the receipts from Government traffic, due to large despatches of Ordnance and Commissariat stores, and to the running of troop extra and mule trains in connection with the mobilization of troops for the expeditions on the North-West Frontier. The rise in the goods traffic was contributed largely by the traffic in rice, wheat, coal, railway materials carried for foreign lines, and piece-goods. The increase in the rice traffic is explained as due to the upward movements of Burma rice for the famine-stricken districts; the increase in wheat traffic to an improvement in the traffic for local consumption; the increase in the coal traffic to a great demand for export to the coast ports and for use in mills and factories; the increase in the receipts for carriage of railway materials, to the carriage of plant, sleepers and rolling-stock for the Bengal and North-Western, Oudh and Rohilkhand and Eastern Bengal Railways; and that in cotton piece-goods to a large traffic in this commodity to the North-Western Provinces and Oudh and to the Punjab.

The increase on the Burma Railways is attributed to the continued prosperity of Lower Burma—the result of good crops, to the high price of paddy and consequent good trade and to the general development of traffic.

The increase on the Assam-Bengal Railway was due to the development of traffic.



- The increase on the Eastern Bengal State Railway occurred entirely under goods traffic, the receipts from which were Rx. 61,148 more than in the previous year, and was due to a good jute crop in the last quarter of the year, and to the carriage of construction stores for the Hajipur Extension of the Tirhoot State Railway and for the Branch lines connected with the Eastern Bengal State Railway. There was, however, a falling off in receipts from coaching traffic to the extent of Rx. 30,732, which was due in a great measure to the stoppage of traffic owing to damages caused to the line by the earthquake of 1897 and by the famine of the previous year.
- The increase on the Bengal Central Railway is attributed to the development of traffic under all heads of account.
- The increase on the Bengal and North-Western and Tirhoot Railways is attributed to the earnings of the previous year having been affected by the famine, to additional mileage having been opened during the year, and to the development of traffic *via* Burhwal.
- The increase on the Oudh and Rohilkhand Railway occurred chiefly under Sundries, and was due almost entirely to enhanced receipts for hire of stock lent to the East Indian and Eastern Bengal Railways. Some portion of the increase was also due to the military operations on the North-West Frontier.
- The increase on the Indian Midland Railway was due chiefly to the movement of troops in connection with the frontier expeditions; to the traffic in wheat having proved favourable; to an increase in the traffic in rape-seed for export owing to the failure of the crop in Europe; to a large traffic in sugar and jaggaree, and to an increase in the receipts on account of mileage and demurrage of stock and the adjustment of arrears of shunting charges at joint stations.
- The increase on the Lucknow-Bareilly Railway occurred chiefly under goods traffic and was due to a large export traffic in cereals, in oil-seeds and in jaggaree, the result of the favourable rains of 1897 and a good winter harvest. Coaching traffic also improved as the agricultural population made more use of the railway than in 1896.
- The increase of Rx. 594,914 on the North Western Railway was due mainly to the Frontier expedition, and to the revival of the wheat trade after the famine. The increases under coaching and goods were Rx. 226,191 and Rx. 434,064 respectively.
- The increase on the Guntakul-Mysore Frontier Railway occurred chiefly under goods traffic, and was due to the large exports of food-grains from the Mysore State passing over this line.
- The increase on the Mysore State Railway occurred chiefly under goods traffic and was due to large exports of food-grains to the Poona and Bijapur branches and to foreign railways *via* Guntakul and Poona. There was, however, a falling off in the earnings from passenger traffic owing partly to the failure of the Mailur Bridge and the temporary stoppage of communication in consequence, and partly to the plague restrictions.
- The increase on the East Coast Railway is attributed to additional mileage having been opened during the year; to the carriage of materials for the Bengal-Nagpur and Bezwada-Madras Railways, and to increased traffic in Manganese ore from the mines at Garividi exported *via* Vizagapatam.
- The decrease on the Rajputana-Malwa Railway System occurred chiefly under coaching traffic due partly to the stringent measures introduced to restrict the movement of passengers from areas affected by plague, and partly to the period, April to September 1897, having been considered unpropitious for marriages. The goods earnings shewed an increase owing to an improvement in cotton, sugar, and other traffic.



The decrease on the Southern Mahratta Railway occurred chiefly under coaching traffic, and was due to the measures adopted by Government to prevent the spread of the bubonic plague. The goods traffic shewed an increase, the result of a larger movement of food-grains owing to famine and of better traffic in salt, chillies, and other articles of merchandise.

The decrease on the Dhond and Manmad State Railway occurred chiefly under coaching traffic, and is attributed to the prevalence of the plague in the Bombay Presidency which restricted the movement of passengers.

**23. With Budget Estimate.**—The actuals were more than the Budget Estimate by Rx. 1,020,823, the principal increases being on the East Indian and North Western Railways to the extent of Rx. 584,181 and Rx. 482,821, respectively. The more important variations from the Budget Estimate on individual lines are as under:—

The increase of Rx. 584,181 on the East Indian Railway is attributed to the Budget Estimate having been placed at a moderate figure owing to uncertainty as to the prospects of the year in consequence of the plague and the scarcity that prevailed at the time. The famine, however, contributed to an increase of the goods traffic by the movement of imported food-grains to the famine-stricken districts.

The increase on the Burma Railways is attributed to the receipts having been under-estimated in the Budget Estimate as it was anticipated that the receipts were not likely to exceed those of the previous year which was a bumper one. A second year, however, of even greater general prosperity ensued with the result that the railway earnings for the year are the highest on record.

The increase on the Eastern Bengal State Railway was due to the traffic in jute having been very favourable, and to an increase in the receipts from sundry traffic, the causes for which are explained in paragraph 22 above.

The increase on the Bengal Central Railway was due to the causes mentioned in paragraph 22 above.

The increase on the Bengal and North-Western and Tirhoot Railways was due chiefly to an improvement in the receipts from steam-boat traffic. There was a decrease in the goods traffic owing to the estimate having been fixed at too high a figure.

The increase on the Indian Midland Railway is attributed chiefly to the exceptional troop traffic which passed over the line to and from the North-West Frontier, and to large imports of grain into the tract of country affected by famine and scarcity not having been anticipated at the time the Budget Estimate was prepared.

The increase on the Lucknow-Bareilly Railway was due to the development of passenger traffic, to larger exports of grain seeds and jaggaree, the winter harvest having been very good in consequence of the favourable rains of 1897.

The large increase of Rx. 482,821 on the North Western Railway is attributed to the causes mentioned in paragraph 22 above.

The increases on the Mysore State and East Coast Railways were due to the causes mentioned in paragraph 22 above.

The decrease of Rx. 275,530 on the Rajputana-Malwa Railway is made up of decreases under coaching traffic, Rx. 69,586, and goods traffic, Rx. 213,887. When the Budget Estimate was under preparation, it was anticipated that the line would do as well if not better than in the previous year, but owing to famine and plague these expectations were not realised.

The decrease on the Bengal-Nagpur Railway is attributed to there not having been much grain in stock for export during the year, owing to the failure of the rains of 1898, the new crops not having been



available for despatch. The plague also interfered with the development of traffic.

The decrease on the Assam-Bengal Railway was due to traffic on certain portions of the line having had to be suspended owing to damages caused by the earthquake of June 1897. The railway also suffered very considerably as regards its earning power from the effects of the very severe cyclone which visited the Chittagong end of the line at the close of October 1897. Owing to the earthquake and the cyclone, the southern section of the line from Akhaura to Bardapur had to be temporarily closed; the Gauhati section was closed for the remainder of the year, and the Chittagong section was only re-opened throughout for all kinds of traffic from 1st December 1897.

The decrease on the South Indian Railway occurred in both coaching and goods traffic, and is attributed to the prevalence of plague in the Bombay Presidency; to a marked falling off in the pilgrim traffic; to the failure of the paddy crops in the Tanjore District, and of oil-seeds in the Northern Districts having affected local traffic considerably, and to the opening of the Periyar Project having decreased the demand for grain in the Madura District.

The decrease on the Dhond and Manmad State Railway is due to the continuance of plague throughout the year.

The decrease on the Southern Mahratta Railway was due to the causes mentioned in paragraph 22 above.

24. *With Revised Estimate.*—The actual receipts approximate very closely to the Revised Estimate, the result being an increase of only Rx. 49,525. The more important variations on individual lines are explained below:—

The increase on the Rajputana-Malwa Railway was due to an improvement in coaching and goods traffic during the last quarter of the year.

The increase on the Bengal-Nagpur Railway occurred chiefly under goods traffic, and was due to an improvement in that traffic during the closing months of the year.

The increase on the Burma Railways occurred chiefly under goods, and was due to the paddy traffic during the last four months of the year having been very favourable.

The increase on the Eastern Bengal State Railway was due to the passenger traffic having improved towards the close of the year and to a heavy jute traffic during the last quarter of the year.

The increase on the Bengal and North-Western and Tirhoot Railways occurred chiefly under goods traffic, and is attributed to the development of traffic.

The decrease in receipts on the East Indian Railway is attributed to earnings remaining unrealised at the close of the year.

The decrease on the Oudh and Rohilkhand Railway is attributed to the additional precautions which were found necessary in connection with the plague having led to the stoppage for a time of bookings of passengers to Hardwar and adjacent stations; to the agricultural produce, although the harvests were good, not having come on to the line until quite at the close of the year.

The decrease on the North Western Railway is attributed to large outstandings against the Commissariat Department on account of the Frontier expedition.

#### *Working Expenses.*

25. *With Actuals of 1896-97.*—The increase of Rx. 381,649 in working expenses as compared with the actuals of the previous year was due generally to the larger traffic worked. The increase in working expenses is equivalent to about 27 per cent. of the increased earnings—

The large increase of Rx. 104,183 on the East Indian Railway is attributed chiefly to a larger payment on account of the



Company's share of surplus profits due to the improvement in earnings. There were, however, increases under locomotive expenses due to the extra train mileage worked; under traffic expenses due partly to the increased cost of handling goods and of train staff due to the rise in traffic, and partly to the expenditure on the extended system of lighting carriages with Pintsch's gas; and under special and miscellaneous expenditure due principally to large payments to Foreign Railways on account of hire of vehicles, mileage and demurrage of stock and running powers to meet the demands of the abnormal traffic. There were decreases under maintenance due to the work of ballasting and relaying having been retarded by the extra train service, and to the re-ballasting of the Jubbulpore line having been completed in the previous year, and under carriage and wagon expenses due chiefly to credits for wagons transferred to the Moghal Sarai-Gya Extension and the South Behar Railway.

The increase on the Burma Railways was due to heavy repairs to damages caused by floods and to the station buildings at Katha which were burned down having had to be rebuilt; to heavy repairs to locomotive engines and to larger running expenses owing to the increased mileage worked; to increases in the station and train staff owing to the opening of new stations and the extra train mileage worked; to adjustments in connection with the police force employed on the Railway from 1st September 1898 having been carried out in the year under review, and to the payment to the Company for the first time of their share of surplus profits.

The increase on the Assam-Bengal Railway was due to the larger traffic worked.

The increase on the Eastern Bengal State Railway was due to repairs to damages caused by the earthquake; to the replacement of 8 broad-gauge locomotive engines; to the construction of 5 third class carriages and 16 low-sided wagons; to the heavier traffic worked, and to the hire of locomotives from the Oudh and Rohilkhand Railway, and to mileage and demurrage of foreign vehicles owing to the increase in traffic.

The increase on the Bengal and North-Western and Tirhoot Railways was due to the additional train mileage run and the opening of new extensions; to an increase under steam-boat service owing to heavy repairs, and to a larger payment to the Bengal and North-Western Railway Company on account of their share of net earnings.

The increase on the Oudh and Rohilkhand Railway is attributed to the cost of working the Cawnpore-Burhwal metre-gauge connection, a section only of which was opened in the second-half of the previous year, and to the payment during the year under review of heavy liabilities incurred in the previous year.

The increase on the Indian Midland Railway was due to the renewals of rails on the Scindia section and to the payment of grain compensation allowance to gangmen; to the running expenses, having been heavier owing to the increased train mileage worked; to heavier repairs to locomotives, and to an increase in traffic expenses consequent on the grant of grain compensation allowance to the menial staff.

The increase of Rs. 119,549 on the North Western Railway was due chiefly to the additional train mileage run.

The increase on the Mysore State Railway was due to the increased traffic and to a larger payment to the Southern Mahratta Railway on account of the Company's share of net earnings.

The increase on the East Coast Railway was due to the cost of administration, which was in the previous year apportioned between Capital and Revenue, having been charged wholly to Revenue in the year under review and to heavy repairs to engines and vehicles



and the employment of additional establishment consequent on the extra traffic and mileage worked.

The decrease on the Rajputana-Malwa Railway was due chiefly to a smaller payment on account of the Bombay, Baroda and Central India Railway Company's share of surplus profits owing to the result of the year's working having proved less favourable than that of the previous year. There were also decreases under locomotive expenses due to less consumption of fuel and carriage of less coal, and increases under maintenance of way, works and stations due to heavy outlay on relaying, under carriage and wagon expenses due to heavy expenditure on repairs and renewals of vehicles, and under traffic expenses due to the retention of the full strength of staff owing to the uncertain state of traffic and to a rise in the price of castor oil.

The decrease on the Bengal-Nagpur Railway was due to special expenditure in connection with relaying permanent-way on the Katni-Unaia section and with the payment of arrears to the Great Indian Peninsula Railway having been incurred during the previous year.

The decrease on the South Indian Railway was due to  $7\frac{1}{2}$  miles of line only having been renewed during 1897-98 against  $11\frac{1}{2}$  miles during the previous year and to the cheaper rate at which coal was obtained.

The decrease on the Southern Mahratta Railway was due generally to the lines worked by the Company having to bear increased charges proportionate to the increase in their earnings. There was an increase under "Special and Miscellaneous" expenditure owing to the inclusion for the first time of 50 per cent. of the deposits in the Provident Fund during the half-year ended 31st December 1897 as a bonus to the fund as part of the working expenses. The special outlay incurred in the suppression and prevention of the plague at Hubli and other stations on the line, which was debited to the working expenses of the line, also accounts partly for the increase in expenditure under this head.

26. *With Budget Estimate.*—The actual working expenses exceeded the Budget Estimate by Rs. 173,902. The more important variations in line estimates are as under:—

The excess of Rs. 153,204 on the East Indian Railway was due to a larger payment on account of the Company's share of surplus profits and to heavier payments to foreign lines on account of hire of vehicles, &c.

The excess on the Burma Railways was due chiefly to the causes mentioned in paragraph 25 above.

The excess on the Eastern Bengal State Railway was due to repairs to damages caused by the earthquake; to hire of locomotives from other railways, and to mileage and demurrage on wagons.

The excess on the Bengal Central Railway was due to charges for the renewal of sleepers having been higher than was anticipated; to heavier repairs to stock and to the traffic worked having been heavier than was anticipated.

The excess on the Indian Midland Railway is attributed to the increased traffic and to insufficient provision having been made in the Budget Estimate for expenditure on extraordinary renewals.

The excess on the North Western Railway occurred mainly under locomotive expenses, and is attributed to the larger traffic worked. The outlay on maintenance was restricted under the orders of Government during the first part of the year.

The excesses on the Mysore State and East Coast Railways were due to the causes mentioned in paragraph 25 above.

The lapse on the Rajputana-Malwa Railway was due chiefly to the provision made for running expenses, fuel, and unclassified



expenditure under locomotive expenses having been in excess of requirements, and to a smaller payment on account of the Bombay, Baroda and Central India Railway Company's share of surplus profits owing to the net result of the year's working having proved much less satisfactory than was expected at the time the Budget Estimate was prepared.

The lapse on the Bengal-Nagpur Railway is attributed to delay in the receipt of rails from England and to credits for old materials for relaying done late in the preceding year having been accounted for in the year under review.

The lapse on the Assam-Bengal Railway was due to the stoppage of traffic on certain portions of the line as explained in paragraph 23 above.

The lapse on the Bengal and North-Western and Tirhoot Railways was due principally to a smaller payment to the Company on account of their share of net earnings owing to the Company's shares of net earnings for January and February 1898 having been over-estimated, and to the balance of their share for the half-year ended 31st December 1897 not having been paid to the Company until the following year.

The lapse on the Oudh and Rohilkhand Railway was due to short renewals of pot sleepers owing to the failure of the Barrakar Iron Works to supply them, and to the late arrival of girders; to the lighter traffic worked, and to savings on estimates for repairs and renewals of engines.

The lapse on the South Indian Railway was due to the requirements for cross sleepering girders having been over-estimated; to coal having been obtained at a cheaper rate; to engines ordered from England in replacement of condemned ones not having been received owing to the engineers' strike; to a smaller number of Jones' buffers having been fitted to stock, and to the restriction of expenditure ordered by the Government of India.

The lapse on the Southern Mahratta Railway is attributed chiefly to the fall in the traffic and the smaller train mileage worked in consequence.

27. *With Revised Estimate.*—The actual working expenses fell short of the Revised Estimate by Rs. 97,898. The more important variations on individual lines are explained below:—

The lapse on the East Indian Railway occurred chiefly under maintenance and carriage and wagon expenses, and was due to the causes mentioned in paragraph 25 above.

The lapse on the Rajputana-Malwa Railway was due to the requirements under renewals of permanent-way having been over-estimated, to a saving in the provision for running expenses, to reduced consumption of fuel, and to smaller renewals of locomotive engines. There was an excess in the payment made to the Bombay, Baroda and Central India Railway on account of the Company's share of surplus profits, owing to the net result of the year's working having proved better than was anticipated.

The lapse on the Bengal and North-Western and Tirhoot Railways was due chiefly to a smaller payment to the Company on account of their share of net earnings.

The lapse on the Oudh and Rohilkhand Railway is attributed to the lighter traffic worked during the last few weeks of the year, to short renewals of pot sleepers, and to short outlay on renewals of bridges.

The lapse on the North Western Railway was due chiefly to the requirements under maintenance of way, works and stations having been over-estimated.

The excess on the Bengal-Nagpur Railway was due entirely to fluctuations in the suspense accounts.



(ii) *Interest and Annuities.*

28. The charges for interest and annuities on account of State Railways for 1897-98 amounted to Rx. 9,859,014 as under :—

	ENGLAND.		India.	TOTAL.
	Sterling.	Rupees equivalent.		
	£	Rx.	Rx.	Rx.
Interest charged in India on debt incurred for direct outlay by the State . . .	...	...	3,816,784	3,816,784
Interest on debt taken over or incurred in connection with lines transferred from Companies to the State :—				
On debentures since discharged . . .	...	...	174,494	174,494
On debentures, debenture stock, and on India stock issued in redemption of annuities, debentures, and debenture stock and for purchase of undertakings . . . . .	971,045	1,517,880	...	1,517,880
Annuities in purchase of Companies' lines .	1,712,419	2,676,715	...	2,676,715
Interest chargeable against Companies on advances by Secretary of State . . .	218,884	342,142	87,721	429,875
Interest on Capital deposited by Companies . . .	784,779	1,225,704	16,584	1,245,288
<b>TOTAL .</b>	<b>3,687,127</b>	<b>5,763,421</b>	<b>4,095,593</b>	<b>9,859,014</b>

29. Interest is charged in India at 4 per cent. per annum on debt incurred for direct outlay by the State, except on a loan of Rx. 1,000,000 from His Highness the Maharaja Holkar for the Holkar State Railway, which bears interest at 4½ per cent. per annum.

30. The debt taken over or incurred in connection with lines acquired by the State from Companies is on account of the East Indian, Eastern Bengal, Sind, Punjab and Delhi (incorporated in the North Western Railway), Oudh and Rohilkhand and South Indian Railways, and consists of debentures and debenture stocks of the Companies, for which the State assumed the direct liability on the transfer of the lines to Government; of India stock issued in purchase of the Oudh and Rohilkhand and South Indian Railways; and of stock issued from time to time in redemption of portions of annuities or of debentures and debenture stock, which are bought up as opportunity offers.

The debentures discharged up to date are as under :—

	Rx.
East Indian Railway, £2,950,000 or expressed in Rx., converted at the official rates applicable under the contract . . .	3,540,684
Eastern Bengal Railway, £612,350 or expressed in Rx., converted at the average rates for the years in which discharged . .	615,670

and interest is calculated at the rate of 4 per cent. per annum on these sums as in the case of direct outlay by the State.



31. The details of the interest charges and the charge on account of each line are as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Oudh and Rohilkhand.	South Indian.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
On debentures discharged . . . . .	141,867	32,627	...	...	...	174,494
On debentures and debenture stock . . . . .	100,986	21,799	...	24,063	29,895	176,743
On India 3½ per cent. stock issued in redemption of portion of annuity and debenture stock . . . . .	382,442	30,881	249,672	—921	...	642,054
On India 3 per cent. stock issued in redemption of portion of annuity, debenture stock and debentures, and for purchase of undertakings from Railway Companies . . . . .	11,622	33	...	484,501	187,398	683,554
On India 2½ per cent. stock issued in redemption of debentures . . . . .	...	...	...	...	11,915	11,915
On India 4 per cent. rupee debt issued in redemption of portion of annuity . . . . .	...	...	...	...	...	...
Discount Sinking Fund in redemption of debt incurred in excess of money raised . . . . .	...	...	...	3,544	...	3,544
<b>TOTAL</b> . . . . .	<b>616,917</b>	<b>83,320</b>	<b>249,672</b>	<b>511,237</b>	<b>229,208</b>	<b>1,692,954</b>

32. The East Indian, the Eastern Bengal, and the Sind, Punjab and Delhi Railways were purchased by annuities: the East Indian Railway annuity, terminating in 1958, at the rate of £5-12-6 for every £100 stock of the Company; the Eastern Bengal, terminating in 1957, at £6-8-4-79 per £100 stock, and the Sind, Punjab and Delhi, terminating in 1958, at the rate of £5-3-3-141 per £100 stock. In the case of the East Indian Railway a portion of the annuity equivalent to one-fifth of the commuted value of the capital stock, or £6,550,000 has been deferred, and on this sum interest at 4 per cent. is guaranteed. The holders of this portion of the stock participate in the surplus profits.

33. The charges in respect of each line were as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Annuity . . . . .	1,327,350	182,621	530,242	2,090,213
Interest in lieu of deferred annuity . . . . .	409,537	...	...	409,537
Sinking Fund . . . . .	103,236	7,697	68,278	174,211
Contribution towards management of Sinking Funds, etc. . . . .	2,148	201	405	2,754
<b>TOTAL</b> . . . . .	<b>1,842,271</b>	<b>190,519</b>	<b>648,925</b>	<b>2,676,715</b>

34. The charges under "Interest on capital deposited by Companies" and "Interest chargeable against Companies on advances" relate to the newer Companies, the lines undertaken by which are classed as State Railways. During later years, the funds required for additional capital works have been provided by advances made to the Companies from funds raised by the Secretary of State under the provisions of Act 51 Vict., Cap. 5. The charges for interest on these advances appear under the heading "Interest chargeable against Companies on advances." It has further been arranged that money



required for *Indian* expenditure on the construction of the extensions of the Bengal-Nagpur Railway and the Saugor-Katni Extension of the Indian Midland Railway shall be advanced in India, the expenditure in England on account of these Railways being met by sterling borrowing. The interest chargeable against the Companies on the rupee advances appears under India under the same heading. The East Indian Railway Company have also been allowed to raise sterling debentures to meet the capital expenditure on the main line and the extensions. The interest on these debentures is accounted for under the head "Interest on capital deposited by Companies."

35. The charges incurred in connection with each line are given in the following table:—

RAILWAYS.	INTEREST CHARGEABLE AGAINST COMPANIES ON ADVANCES.			INTEREST ON CAPITAL DEPOSITED BY COMPANIES.			GRAND TOTAL
	India.	England and Exchange.	TOTAL.	India.	England and Exchange.	TOTAL.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
East Indian	...	...	...	...	37,124	37,124	37,124
Bengal-Nagpur	78,687	140,212	218,879	...	284,818	284,818	498,796
Burma Railways	...	...	...	...	78,620	78,620	78,620
Assam-Bengal	...	...	...	...	111,372	111,372	111,372
Bengal Central	...	25,401	25,401	...	27,355	27,355	52,756
Indian Midland	14,084	68,327	82,391	883	325,177	326,060	408,451
Lucknow-Bareilly	...	...	...	15,701	...	15,701	15,701
South Indian	...	...	...	...	46,594	46,594	46,594
Southern Mahratta*	...	108,202	108,202	...	315,246	315,246	423,448
TOTAL	87,781	342,142	429,873	16,584	1,326,704	1,343,288	1,673,161

\* Including Mysore.

36. The charge in India against the Bengal-Nagpur Railway under "Interest chargeable against Companies on advances" includes Rx. 19,415 representing interest on capital expended by Government on the Katni-Umaria State Railway, which was subsequently taken over by the Bengal-Nagpur Railway Company as a part of its undertaking; this expenditure has not been refunded by the Company, but the State ranks as a shareholder to the extent of the capital contributed by it. The amount entered against the Lucknow-Bareilly Railway represents interest on money raised by the Rohilkhand and Kumaon Railway Company for capital expenditure on the Lucknow-Bareilly Railway, and interest on advances made to the Company in excess of the money raised.



## SECTION B.

## GUARANTEED RAILWAYS.

37. This section deals with the transactions of the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras Railways. These transactions are (i) Revenue and (ii) the charges incurred by the State (a) in the payment of surplus profits and contributions to Provident Funds; (b) on Land, which, under the several contracts, is supplied free of charge to the Companies; (c) on Government controlling establishments and (d) on interest on capital. The Government controlling establishments also, in some instances, exercise supervision over State lines leased to Companies, and perform certain duties in connection with State Railways, but the entire cost is recorded under this head. Recoveries are made from State lines leased to Companies on account of Government supervision, and the amount of these recoveries is credited to this head.

## I.—REVENUE TRANSACTIONS.

XXVII.—*Net Traffic Receipts.*

38. At the close of the year under review, the open mileage of the Guaranteed Railways was as follows\* :—

	Total length open.	Length laid with two or more tracks.
	Miles.	Miles.
Great Indian Peninsula . . . . .	1,288.00	461.92
Bombay, Baroda and Central India . . . . .	460.00	118.86
Madras . . . . .	839.23	42.41
TOTAL . . . . .	2,587.23	623.19

\* Administration Report on the Railways in India for 1897-98, Part I, Appendix A.

39. The net receipts of the Guaranteed Railways during 1897-98 amounted to Rx. 2,201,392. The transactions of each Railway for the year were as follows :—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.
	Rx.	Rx.	Rx.
Receipts—			
Administrative . . . . .	2,956,485	1,405,551	1,138,830
Suspense . . . . .	187,441	413,025	179,533
TOTAL . . . . .	3,143,926	1,818,576	1,318,363
Payments—			
Administrative . . . . .	1,378,688	788,833	560,583
Suspense . . . . .	270,849	416,787	178,683
TOTAL . . . . .	2,144,537	1,205,720	729,216
Net Receipts—			
Administrative . . . . .	1,082,797	616,618	588,247
Suspense . . . . .	—83,408	—3,762	906
TOTAL . . . . .	999,389	612,856	589,147
Percentage of working expenses to earnings . . . . .	63.88	56.13	48.34
Average earnings per mile per week . . . . .	44.02	58.49	26.03



40. Taking the Capital expenditure as stated in rupees\* in the Indian Accounts (in which sterling figures have been converted at the fixed contract rate of 1s. 10d. the rupee), the return per cent. on Capital outlay incurred to the end of the year was as under:—

	Capital outlay to 31st March 1898.	Net Receipts, 1897-98.	Percentage on Capital outlay.
	Rx.	Rx.	
Great Indian Peninsula . . . . .	27,997,041	999,389	3.57
Bombay, Baroda and Central India . . . . .	10,644,847	612,856	5.76
Madras . . . . .	12,161,376	589,147	4.84
Ditto Extension . . . . .	6,277		

41. The earnings on the Great Indian Peninsula Railway during the year under review were considerably below those of the previous year due to the fall in 3rd class passenger traffic consequent on the medical examinations and quarantine restrictions necessitated by the prevalence of plague. The decrease would have been greater but for the improvement in Goods traffic owing to the crops being much above the average, the result of a good and seasonable rainfall. Notwithstanding the reduction in earnings the working expenses exceeded those of 1896-97 by Rs. 8,96,577, due to heavy outlay principally in the Carriage and Wagon Department in connection with the replacement of condemned Cammel's axles and repairs and renewals of a larger number of vehicles. This increase was to some extent compensated for by reduced outlay in the Engineering Department.

42. On the Bombay, Baroda and Central India Railway the results were also more unfavourable than in the preceding year. The earnings fell off by Rs. 10,42,273, while the expenses increased by Rs. 7,26,976. Under Coaching traffic there was a decrease of Rs. 13,96,661 which was partially counter-balanced by the improvement under goods earnings during the latter part of the year. The increase in working expenses was due principally to heavy outlay in connection with the renewal of carriage and wagon stock and the replacement of Warren girders.

43. On the Madras Railway the earnings were more than those of 1896-97 by Rs. 3,62,474, due almost entirely to the improvement in Goods traffic in connection with grain and pulse. There was also a slight improvement in the carriage of coal for the public. The working expenses were practically the same as in the preceding year.

*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

44. A statement, attached to this review as Schedule B, compares in detail the transactions of the year with the Revised and Budget Estimates and the Actuals of 1896-97. The following is a summary of the net results:—

RAILWAYS.	NET RECEIPTS.	REVISED ESTIMATE.		BUDGET ESTIMATE.		NET RECEIPTS.
	Actuals, 1897-98.	Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	Actuals, 1896-97.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	999,389	970,000	+29,389	1,300,000	—306,611	1,279,801
Bombay, Baroda and Central India . . . . .	612,856	620,000	—7,144	800,000	—187,144	805,295
Madras . . . . .	589,147	570,000	+19,147	580,000	+9,147	549,069
TOTAL . . . . .	2,201,392	2,160,000	+41,392	2,680,000	—478,609	2,634,165



45. The decrease in the actuals, as compared with those of 1896-97, has already been explained—*vide* paragraphs 41—43, *ante*. The decrease, as compared with the Budget Estimate, was due mainly to the same causes which led to the difference between the actuals. The difference between the actuals and the Revised Estimate is comparatively small.

## II.—SURPLUS PROFITS, ETC., LAND, SUPERVISION AND INTEREST.

### *Surplus Profits and Contributions to Provident Funds.*

46. Under the contracts with the Guaranteed Railway Companies, a moiety of the excess of net earnings over interest charges for each half-year ending 30th June and 31st December, taken separately, is paid to the Companies; but in calculating the total surplus for division, the Secretary of State is able to place against the net earnings stated in rupees, one rupee only for every 1s. 10d. of guaranteed interest which he has paid. The share falling to the Companies is, therefore, much in excess of a moiety of the real surplus after meeting the sum which the Secretary of State actually pays as interest charges. In any half-year during which the net earnings fall short of the interest charges, the deficiency is borne wholly by Government.

47. A contribution from net earnings is made in aid of the Provident Funds established on the Great Indian Peninsula and Bombay, Baroda and Central India Railways, for the benefit of the Companies' employes, when the net earnings on capital give a return of more than 6 per cent. per annum on the Bombay, Baroda and Central India, and of 3 per cent. half-yearly on the Great Indian Peninsula Railway. A Provident Fund was established during 1891-92 on the Madras Railway, but on a different basis, a contribution equal to one-half of the obligatory subscriptions of the members during the half-year being given as a charge to Working Expenses, and a further contribution being made in half-years in which there are surplus profits, out of such surplus profits, and within certain prescribed limits.

48. The payments to the Companies during the year 1897-98 on account of surplus profits and contributions to Provident Funds were as follows:—

	Surplus profits.	Contributions to Provident Funds.	TOTAL.
	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	38	...	38
Bombay, Baroda and Central India . . . . .	100,645	...	100,645
Madras . . . . .	8,597	1,022	9,619
TOTAL . . . . .	109,280	1,022	110,302

### *Land.*

49. The charges for land for Guaranteed Railways during the year were comparatively small. They were as follows:—

	Rx.
Great Indian Peninsula . . . . .	1,154
Bombay, Baroda and Central India . . . . .	1,197
Madras . . . . .	548
TOTAL . . . . .	3,199

### *Supervision.*

50. The charges falling under this head represent the cost of the establishments of the Consulting Engineers and Government Examiners employed on the supervision, audit and control of the transactions of Companies' lines, and



a moiety of the cost of the office of the Director General of Railways. The charges during the year under review were as follows:—

	Control. Rx.	Audit. Rx.
Bombay . . . . .	11,542	11,169
Madras . . . . .	8,890	4,870
Calcutta . . . . .	8,448	4,782
North-Western Provinces and Oudh . . . . .	10,663	5,461
Assam . . . . .	3,671	2,501
Burma . . . . .	4,271	1,529
Director General of Railways, etc. (share of office of—)	15,332	...
	60,712	32,812
<b>TOTAL</b> . . . . .	98,024	
<i>Less—Recoveries from Companies</i> . . . . .	80,312	
<b>NET CHARGE</b> . . . . .	12,712	

51. The contributions for Government supervision, audit and control, recovered from the several Railway Companies which are credited to this head, were as follows:—

	Rx.
East Indian . . . . .	10,000
Rajputana-Malwa . . . . .	14,519
Bengal and North-Western and Tirhoot . . . . .	4,886
Bengal Nagpur . . . . .	9,659
Bengal Central . . . . .	1,000
Indian Midland . . . . .	6,305
Southern Mahratta (including Mysore) . . . . .	10,704
Rohilkhand-Kumaon (including Lucknow-Bareilly) . . . . .	1,140
South Indian . . . . .	8,545
Assam-Bengal . . . . .	6,467
Burma . . . . .	2,957
<b>Total</b> . . . . .	80,312

52. The contribution payable from the East Indian Railway revenues has been fixed under the contract at Rs. 50,000 half-yearly. The contributions by the Bengal and North-Western and Rohilkhand-Kumaon Railway Companies are calculated at the rate of Rs. 20 per mile half-yearly, while those of other Railway Companies are calculated at the rate of Rs. 40 per half-year per mile of line constructed or under construction.

53. No contribution is made by the old Guaranteed Railways towards the cost of Government audit and control.

#### Interest.

54. The charges for Interest during the year 1897-98 were as under:—

	On Capital held in England.		On Capital held in India.	On overdrawals on Capital Account.	TOTAL
	Amount. £	Equivalent. Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	1,190,101	1,860,270	1,431	596	1,862,296
Bombay, Baroda and Central India . . . . .	433,271	677,254	114	4,240	681,608
Madras . . . . .	531,462	830,661	...	4,519	833,180
<b>Total</b> . . . . .	2,154,784	3,368,185	1,545	7,354	3,377,084

55. The foregoing figures represent the interest paid during the year, and not the liability for interest for the year 1897-98. Additional capital to the extent of £200,000 was raised by the Madras Railway Company during the year under review, viz., £100,000 in September and £100,000 in November 1897, and consequently the liability for interest for the year 1897-98 would be higher than the actual payments. The interest on overdrawn capital represents interest charged by Government on advances to the three lines on Capital account. The rate which was formerly  $4\frac{1}{2}$  per cent. per annum has been reduced to  $3\frac{1}{2}$  per cent. from May 1897.



*Comparison with Actuals of 1896-97 and The Budget and Revised Estimates.*

56. In the statement attached to this review as Schedule O, a comparison in detail will be found of the actual charges for Surplus Profits, etc., Land and Supervision, and Interest, with the Revised and Budget Estimates and with the Actuals of 1896-97, of which the following is a summary :—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Surplus profits, etc.	110,808	117,200	—6,898	157,600	—47,298	447,802
Land and Supervi- sion . . .	15,911	28,600	—12,689	145,400	—129,489	28,083
Interest . . .	3,377,084	3,370,800	+ 6,784	3,608,400	—231,316	3,597,232
TOTAL . . .	3,503,297	3,516,100	—12,803	3,911,400	—408,103	4,072,617

The decrease in payments on account of surplus profits, etc., as compared with the actuals of the previous year, is due chiefly to no surplus having been earned by the Great Indian Peninsula Railway during the half-year ended 30th June 1897, and to the share of profits paid to the Bombay, Baroda and Central India Railway Company being less owing to the fall in traffic. Contrasted with the Budget Estimate the decrease is due to the Bombay, Baroda and Central India Railway having earned no surplus in the second-half of 1897. The decrease, as compared with the Revised Estimate, is due to no payments having been made to the Bombay, Baroda and Central India Railway for contribution to the Provident Fund, owing to the accounts for the second-half of 1897 having been closed late in the year.

The decrease in Land and Supervision, as compared with the actuals of the previous year, occurred chiefly in Bengal, North-Western Provinces and Madras. The reduction in Bengal is due to the formation of a separate Consulting Engineer's Office in Rangoon, that in the North-Western Provinces is due to changes in the *personnel* of the staff, and that in the Madras Presidency is attributed principally to the greater part of the land required for the "Salt Cottaur Junction arrangements" having been paid for in 1896-97. The lapse on the Budget and Revised Estimates is due principally to the provision made for the land required for the Calicut-Cannanore Branch of the Madras Railway, not being utilized in full owing to the commencement of construction operations having been delayed by the question of gauge being still unsettled.

The decrease in the interest charges as compared with the Actuals of 1896-97 and the Budget Estimate was due to the more favourable rate of exchange.

*Effect on State Revenue.*

57. The following table shows the direct results to the State of the working of the Guaranteed Railways for the year :—

	Net Traffic Receipts.	CHARGES.				Gain or loss (+ or —).
		Interest.	Surplus Profits.	Contribution to Provident Funds.	Total.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . .	999,889	1,862,298	88	...	1,862,386	—862,945
Bombay, Baroda and Central India . . .	612,356	681,606	100,645	...	782,253	—169,397
Madras . . .	589,147	633,180	8,597	1,022	842,799	—253,652
TOTAL . . .	2,201,392	3,377,084	109,230	1,022	3,487,386	—1,285,994



58. In addition to the above, the cost of land provided at the expense of the State and a proportionate share of the cost of the Government controlling establishments have to be taken into consideration, in order to arrive at the real financial results to the State of its connection with Guaranteed Railways. The above table, however, shows prominently the effects of the provision in the contracts under which surplus profits are declared half-yearly, and the sterling interest is converted for the purpose of this division at the fixed contract rate of 1s. 10d. (*vide* paragraph 46). Thus the Bombay, Baroda and Central India Railway Company received as surplus profits during the year the sum of Rx. 100,645 as surplus profits, while Government, although nominally entitled to share equally with the Company, sustained a loss of Rx. 169,397. The Madras Railway received surplus profits of Rx. 2,527, while the loss to Government amounted to Rx. 253,652.

59. In the following statement the results to the State of the working of these railways for the last five years are exhibited :—

GAIN OR LOSS (+ OR -).

RAILWAYS.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.
	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula . . . . .	-413,409	-1,022,715	-732,933	-937,757	-862,945
Bombay, Baroda and Central India . . . . .	+22,986	-12,010	+57,038	-135,975	-169,397
Madras . . . . .	-349,513	-462,413	-257,099	-336,638	-253,652
<b>TOTAL</b> . . . . .	<b>-744,934</b>	<b>-1,504,138</b>	<b>-1,082,944</b>	<b>-1,410,370</b>	<b>-1,285,994</b>

Notwithstanding the serious falling off in Earnings, the loss to the State was less than in 1896-97 owing to reduced charges for surplus profits and interest.

60. The following statement shows the total amount paid on account of guaranteed interest to each of the Guaranteed Railway Companies still in existence on 31st March 1898, the net Revenue of the several lines to the 31st of December 1897, appropriated towards the repayment of that amount and the balance. For the purposes of this statement, the net revenue and the guaranteed interest paid in India are converted at the contract rates of exchange. The amounts shown as guaranteed interest paid in England represent true sterling :—

RAILWAYS.	GUARANTEED INTEREST ADVANCED TO 31st MARCH 1898.			Aggregate of net revenue balances for the several half-years to 31st December 1897, inclusive—less moiety of surplus profits repaid to Companies.	Net amount advanced.
	In England.	In India.	TOTAL.		
	£	£	£	£	£
Great Indian Peninsula . . . . .	39,456,231	481,030	39,937,261	26,192,305	3,735,006
Bombay, Baroda and Central India . . . . .	13,825,795	101,837	13,927,632	13,082,159	845,478
Madras . . . . .	18,678,816	5,295	18,679,413	10,374,219	8,305,194
<b>TOTAL</b> . . . . .	<b>71,955,894</b>	<b>588,462</b>	<b>72,544,356</b>	<b>59,655,683</b>	<b>12,885,673</b>



## SECTION C.

## SUBSIDIZED COMPANIES.

(Major heads XXVIII and 40.)

61. The transactions in connection with subsidized railways which appear in the Government accounts under the heading Subsidized Companies represent—

Under *Revenue*, Head XXVIII.—Repayments of advances of interest.

Under *Expenditure*, Head 40.—Cost of land supplied free, subsidies paid and advances of interest.

(i) *Repayments of Advances of Interest.*

62. The amounts credited as Revenue under this head comprise repayments of advances of interest by the Rohilkhund-Kumaon Railway Company and by the Mysore Durbar on account of the Mysore Railway.

63. In the case of the Rohilkhund-Kumaon Railway, the State advanced interest at the rate of 4 per cent. per annum on the Company's share capital while the line was under construction. In consideration of this payment the State is entitled, under the terms of the contract, to a moiety of any surplus earnings, after meeting working expenses, interest on borrowed capital, if any, and a sum sufficient to pay a dividend at the rate of 5 per cent. per annum on the Company's share capital, until such time as the interest advanced by the Secretary of State, together with interest thereon at the rate of 4 per cent. per annum, shall have been repaid. The following is a summary of the advances and repayments of interest:—

YEAR.	Advances.	REPAYMENTS.	
		England.	India.
	Rs.	Rs.	Rs.
1882-83	438	...	...
1883-84	4,667	...	...
1884-85	7,980*	...	...
1885-86	...	...	119
1886-87	...	...	82
1888-89	...	91	...
1890-91	...	975	...
1891-92	...	1,427	...
1897-98	...	1,978	...
TOTAL	13,085	4,472	151

64. The payment by the Mysore Durbar on account of the Mysore State Railway represents the net charge for interest paid by Government to the Southern Mahratta Railway Company in connection with the Mysore Railway. The Secretary of State, acting on behalf of the Mysore State, has guaranteed the interest on the capital raised by the Southern Mahratta Railway Company for the construction of the Mysore Railway, and the Durbar makes good the excess of interest over net revenue, and will receive any excess of net revenue over interest charges. The receipts and working expenses and interest charges of the Mysore Railway are recorded in the Government accounts under their respective Railway heads, and the recovery from the Mysore Durbar of the net

\* Interest (2295) realised from investment of funds deposited by the Company for a fixed period has been taken in reduction of advances.



amount of interest only (i.e., interest on capital expended minus net receipts) is credited under this head.

65. The amount recovered from the Mysore Durbar during 1897-98 was Rs. 12,990 arrived at as under :—

	Rx.
Interest on capital . . . . .	75,080
Less—Charge borne by Government for interest on the unexpended balance of the capital retained in their hands . . . . .	5,405
Net receipts . . . . .	69,675
Remainder . . . . .	69,675
Net charges for interest recovered from the Mysore Durbar . . . . .	12,990
Compared with, for 1896-97 . . . . .	24,052
"    "    1895-96 . . . . .	25,252
"    "    1894-95 . . . . .	41,694
"    "    1893-94 . . . . .	34,054
"    "    1892-93 . . . . .	17,883

(ii) *Land, Subsidies and Advances of Interest.*

66. The charges for land, subsidies and advances of interest are borne partly by Imperial and partly by Provincial revenues. The items falling on the Imperial Government are charges for land, provided free of cost under the terms of the contracts, in connection with the railways mentioned in the following paragraph.

67. The charges debited to Imperial Funds during 1897-98 were :—

	(Land charges)	Rx.
Brahmaputra-Sultanpur Railway . . . . .		2,482
Mymensing-Jamalpur Railway . . . . .		5,815
South Behar Railway . . . . .		27,362
Segowlie-Bakaul Railway . . . . .		4,158
Bengal and North-Western Railway . . . . .		58,730
Southern Punjab Railway . . . . .		1,956
Nilgiri Railway . . . . .		1,037
Ahmedabad-Parantij Railway . . . . .		10
Barsi-Pandharpur-Sangola Railway . . . . .		752
Tapti Valley Railway . . . . .		1,275
TOTAL . . . . .		103,577

68. The charges borne by the Provincial Governments are :—

*Assam.*—An annual subsidy, payable to the Assam Railways and Trading Company, Limited, on account of the Dibru-Sadiya Railway, of such amount—subject to a maximum of Rs. 1,00,000—as, together with net earnings of the Railway, shall be sufficient to yield a return of 5 per cent. per annum on Capital outlay; and a share of the pay and allowances of the Examiner of Public Works Accounts, Assam. This subsidy will cease to be payable after 30th June 1905.

*Bengal.*—Charges for land which has, under the terms of the contracts, to be provided free of cost to the Tarkessur, Dooars, and Deoghur Railways.

69. The amount debited against Provincial revenues during 1897-98 was—

	Rx.
Dibru-Sadiya Railway (Subsidy and audit) . . . . .	10,183

70. The total charges in connection with each line to the close of 1897-98 will be found in the statement attached to this note as Schedule D.



*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

71. The actual receipts during the year under head XXVIII compare with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
XXVIII.—SUBSIDIZED COMPANIES.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rohilkhand-Kumaon . . . . .	1,979	2,000	—21	...	+1,919	..
Mysore . . . . .	12,990	10,800	+2,690	28,700	—15,710	24,052
<b>TOTAL</b> . . . . .	<b>14,969</b>	<b>12,800</b>	<b>+2,669</b>	<b>28,700</b>	<b>—13,731</b>	<b>24,052</b>

72. No provision was made in the Budget Estimate on account of the Government share of surplus earnings of the Rohilkhand-Kumaon Railway for the year 1896 owing to there having been unsettled questions which affected the amount of that share. In the Revised Estimate, however, provision was made for the amount payable by the Rohilkhand-Kumaon Railway Company in settlement of the Government share of the surplus profits of that railway to end of the year 1895 in reduction of the Company's debt for advances of interest.

The difference between the actuals and the Budget Estimate of the repayment by the Mysore Durbar was due chiefly to the net receipts of the Mysore Railway being more favourable than was anticipated.

73. The actual expenditure during the year under head "40" compares with the actuals of 1896-97 and the Budget and Revised Estimates as under:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
40.—SUBSIDIZED COMPANIES—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Imperial . . . . .	102,577	100,600	+2,977	226,100	—123,523	74,957
Provincial . . . . .	10,183	10,200	—17	10,100	+83	10,063
<b>TOTAL</b> . . . . .	<b>112,760</b>	<b>110,800</b>	<b>+2,960</b>	<b>236,200</b>	<b>—122,440</b>	<b>85,020</b>

74. The increase as compared with the actuals of the previous year was due chiefly to larger payments on account of land acquired for the extensions of the Bengal and North-Western Railway and for new branch lines which were undertaken towards the close of the previous year or during the course of the year 1897-98.

75. The principal variations under *Imperial* as compared with the actuals of the previous year and with the Budget and Revised Estimates occurred on the following lines:—

*Mymensing-Jamalpur and Brahmaputra-Saltanpur Railways.*—The *excess* as compared with the Budget Estimate was due to delay in settling claims for compensation and other difficulties experienced by the land acquisition officers.

*South Behar Railway.*—The increase as compared with actuals of previous year was due to compensation for land actually taken up during 1896-97 having been paid during 1897-98, owing to disputes. The *excess* as compared with the Budget Estimate was due to higher rates than were anticipated having been awarded as compensation for land acquired.

*Sepoah-Ratsaul Railway.*—The *excess* as compared with the Budget Estimate was due to land which it was expected would be taken up in the previous year having been acquired and paid for during the year under review.



*Bengal and North-Western Railway.*—The increase as compared with the actuals of the previous year was due to large payments having been made during 1897-98 on account of land acquired for the Ganges-Gogra-Doab lines. The lapse as compared with the Budget Estimate was due to no outlay having been incurred in the Azamgarh district and to smaller outlay in the Benares district. The excess as compared with the Revised Estimate was due to larger outlay than anticipated in the Azamgarh, Ballia and Ghazipur districts.

*Hardwar-Dehra Railway.*—The funds provided to meet the cost of land to be taken up for this Railway were not utilised during the year.

*Barri-Pandharpur-Sangola Railway.*—A sum of Rs. 13,000 was allotted during the course of the year under the head "41.—Miscellaneous Railway Expenditure" to meet outlay on land to be acquired for this Railway. Towards the close of the year, however, the construction of the line was taken up by the Barri Light Railway Company when the grant under head 41 was withdrawn and an allotment of Rs. 10,000 made under this head. The expenditure incurred amounted to Rs. 252.

*Tapi Valley Railway.*—The lapse as compared with the Budget Estimate is attributed to the alignment for the line having been changed. The lapse as compared with the Revised Estimate is said to be the result of famine and plague, which had a depressing influence on operations of all kinds in the Bombay Presidency.



## SECTION D.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

## 76. Expenditure recorded under this head covers:—

- (a) Outlay on surveys.
- (b) Surplus establishment and miscellaneous charges.
- (c) Establishment of the Director of Railway Construction (share of).
- (d) Port Store-keepers' establishment.
- (e) Abt material and engine suspense account.
- (f) Land charges in connection with Native States Railways.
- (g) Watch and ward charges in connection with the Frontier Railway Reserve material.

During the year under review the expenditure incurred in taking up land for the Moiktila-Myingyan, Sakri-Jainagar and Bettiah-Bagaha Railways undertaken for famine relief purposes was also charged to this head.

77. At the commencement of the year 1897-98 the following surveys were in hand:—

*Imperial.*

Ranaghat-Bhagwanpola-Raiganj.  
Singha-Madaripur-Chandpur.  
Sakri-Jainagar and Bairagnia-Bagaha.  
Sukkur-Shikarpur.  
Ludhiana-Dhuri-Jakhali.

*Provincial.*

Barai-Pandharpur-Sangola.

78. During the year the following amounts were recovered from the Companies, etc., noted below, and were credited to this head:—

	Rs.
From the Kashmir Darbar on account of expenditure incurred on the Kashmir Railway Survey	1,674
From the Bengal-Nagpur Railway Company on account of expenditure incurred on the Mahanadi Bridge	2,890
From the Bengal-Nagpur Railway Company on account of expenditure incurred on the Cuttack-Midnapur-Calcutta Railway Survey	18,208
From the East Indian Railway Company on account of expenditure incurred on the Benares-Puri Survey	8,295
From the East Indian and Bengal-Nagpur Railway Companies on account of expenditure incurred on the Moghal Serai-Howrah Railway Survey	7,808
From the sale of engines, etc., from the Abt material and engine suspense account	11,782
From the Madras Railway Company on account of expenditure incurred on the Cannanore-Calicut Survey	3,090
<b>TOTAL</b>	<b>55,248</b>

The recoveries from Companies, detailed above, were on account of outlay incurred by Government on surveys which, on construction being undertaken by a Company, is brought on to the capital account of the line concerned. The credit against the Abt material and engine suspense account represents the gross value of engines, etc., sold to the North Western Railway. The depreciation in cost has, under the orders of Government, been debited to miscellaneous charges.

79. During the year the undermentioned surveys were undertaken by the Imperial Government:—

**Satpara Railway Survey.**—A survey for a line on a 2-foot gauge from Gondia, on the Bengal-Nagpur Railway, to Jabulpore, with branches to Mandla on the east, and to Seoni and Chindwara on the west, a total length of about 220 miles at an estimated cost of Rs. 65,751.

**Kaunia-Dhubri-Gauhati Survey.**—A survey for a line of railway on the metre gauge from Dhubri to Gauhati in extension of a proposed branch from Mogalhat on the Kaunia-Dharidra branch to Dhubri on the Brahmaputra. This would form part of the main route from the North-Western Provinces and Behar to Assam. Estimated cost Rs. 58,050.



*Midnapur-Jherriah and Ranchi Plateau Surveys.*—A location survey for a standard gauge railway from near Midnapur, through Bankura, Khorbuna and Adra to the Jherriah coal-fields and from Khorbuna to Chatatand, a distance in all of 167 miles; and a detailed survey for a standard gauge line from Chatatand on the Adra-Jherriah alignment, to some point on the proposed Palamow-Sini line, a length of 115 miles, and a reconnaissance for a 2-foot gauge line from Sori to Arangi *via* Lohardagga with a branch to Manchi, a distance of 80 miles. Estimated cost Rs. 1,24,750.

*Baran-Daltonganj Survey.*—A survey for a line, 82½ miles in length, from Baran on the Moghal Sarai-Gya extension of the East Indian Railway which is now under construction, *via* the east bank of the Soane River to Daltonganj at an estimated cost of Rs. 40,900.

*Kissenganj-Kotchandpur-Magura Survey.*—A survey for a branch on a 2' 6" gauge from Shainibash (Kissenganj Bazar), *via* Kotchandpur to Magura, a distance of 61½ miles, at an estimated cost of Rs. 6,342.

*Nowshera-Dargui Survey.*—A survey of a 2-foot gauge railway from Nowshera to Dargui, a distance of about 42 miles, at an estimated cost of Rs. 17,402.

*Rewari-Kuchaman Survey.*—A survey of a chord line to the Rajputana-Malwa Railway from Rewari to Phulera with a branch to Kuchaman Road, which is the junction between the Jodhpore Railway and the Sambhar branch of the Rajputana-Malwa Railway. Estimated cost Rs. 38,259.

*Shoranur-Cochin Survey.*—A survey for the final location of a railway from Shoranur to Cochin, a distance of about 73 miles, at an estimated cost of Rs. 20,206.

*Vizianagram-Raipur Survey.*—An investigation of the country between Raipur, on the Bengal-Nagpur Railway, and Vizianagram, on the East Coast State Railway, had been carried out to a certain extent during the years 1883–85, but the project remained in abeyance until this year, when arrangements were made for a further examination of the alignment. The distance from Raipur to Vizianagram is 30½ miles, the estimated cost of the further survey being Rs. 1,20,745.

*Bombay-Sind Connection Survey.*—A survey of a line of railway on the standard gauge between Moghal Bhin in Sind and Bhuj in Cutch, crossing the Khori creek at Lakhpur in Cutch, a distance approximately of 130 miles, at an estimated cost of Rs. 60,639.

80. A sum of Rs. 249 was expended during the year on the Barsi-Fandharpur-Sangola Survey by the Bombay Government from Provincial funds towards the close of the previous year. The work undertaken during the year under review comprised the extension of the projected line from Barsi to Latur. Expenditure to the extent of Rs. 505 was incurred from Provincial funds, Burma, on surveying a line of railway from Meiktila to Myingyan.

81. The net total expenditure incurred during the year 1897-98 amounted to Rs. 16,229 as under:—

	Rx.
Imperial . . . . .	15,475
Provincial . . . . .	754
	<hr/>
	16,229

The Imperial outlay includes the following:—

	Rx.
Outlay on surveys . . . . .	35,932
Surplus establishment and miscellaneous charges . . . . .	8,504
Establishment of the Director General of Railways (share of) . . . . .	15,832
Port Store-keepers' Establishment . . . . .	2,080
Land charges in connection with Native States Railways . . . . .	497
Watch and ward charges in connection with the Frontier Railway Reserve material . . . . .	619
Land for railways undertaken for famine relief purposes . . . . .	7,495
Alt material and engine suspense account . . . . .	—11,782
Recoveries from Companies, etc., on account of outlay incurred by Government on Surveys . . . . .	—43,461
<b>Total</b> . . . . .	<hr/> 15,475 <hr/>

82. Details of the outlay on surveys will be found in the statement attached to this review as Schedule E.



83. The items debited during 1897-98 under "Surplus Establishment and Miscellaneous charges" were—

	Rx.
<b>Surplus Establishment—</b>	
Leave allowances (other than privilege leave) of pensionable employees of the Rajputana-Malwa Railway . . . . .	829
Other Leave Allowances . . . . .	2,421
Salaries and travelling allowances . . . . .	1,167
<b>Miscellaneous Charges—</b>	
Bonus to Provident Institution for officers and clerks in Railway offices, 50 per cent. bonus on deposits . . . . .	288
Rent of land at Howrah . . . . .	73
Cost of addition of another compartment to His Excellency the Commander-in-Chief's Saloon No. 50 . . . . .	806
Difference in value of 2 Abt engines of the North Western Railway . . . . .	3,582
Other items . . . . .	185
<b>TOTAL</b>	<b>8,804</b>

84. The amount debited to this head on account of the establishment of the Director General of Railways represents half the fixed monthly charge of Rs. 21,000 debited by the Civil Department, under the authority of Public Works Department Resolution No. 6125, dated 9th November 1888, and half the actual salary and travelling allowances of the Consulting Engineer to the Government of India for State Railways. The other moiety of these charges is debited to the Major head "39.—Guaranteed Companies—Land and Supervision."

85. The amount shown under Port Store-keeper's Establishment represents—

	Rx.
(1) The cost of the Port Store-keeper's Office at Calcutta . . . . .	1,908
(2) Establishment entertained by the Marine Store-keeper, Bombay, in connection with the local purchase of stores for State Railways . . . . .	131
<b>TOTAL</b>	<b>2,039</b>

*Comparison with Actuals of 1896-97 and the Budget and Revised Estimates.*

86. The actual outlay during the year under "41.—Miscellaneous Railway Expenditure" compares with the actuals of 1896-97 and with the Budget and Revised Estimates as under :—

HEAD OF ACCOUNT.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
41.—Imperial	15,475	22,800	—7,325	60,000	—44,525	68,890
41.—Provincial	754	800	—46	...	+754	211
<b>TOTAL</b>	<b>16,229</b>	<b>23,600</b>	<b>—7,371</b>	<b>60,000</b>	<b>—43,771</b>	<b>68,901</b>

87. The lapse under *Imperial* as compared with the Budget Estimate was due to the recoveries from Companies detailed in paragraph 78 above; these were not fully allowed for in the Budget Estimate.



## SECTION E.

## STATE RAILWAYS—CONSTRUCTION EXPENDITURE.

Major heads 34, 37, 48 and 51.

88. At the beginning of the year under review the following railways or sections were under construction :—

	Miles.	Miles.
<i>By State Agency—</i>		
<b>North Western Railway—</b>		
Lyallpur to Khanewal . . . . .	103	
Roumia to Basal (new Pind-Sultan) . . . . .	35	
Laugar to Mari . . . . .	55	
Kotri to Hyderabad (Sind) . . . . .	54	
	—	190½
Rae Bareilly to Benares Cantonment . . . . .		138½
<b>Eastern Bengal Railway—</b>		
Belgaolia to the Ganges . . . . .	2½	
Panchooria to the Ganges . . . . .	5½	
Panchooria to Faridpur . . . . .	14½	
Bhyda Junction to Borat . . . . .	9½	
	—	25½
<b>Bezwada-Madras Railway (Ennur-Bezwada section)—</b>		
Ennur to Gudur . . . . .	74½	
Nellore to Tadepalli . . . . .	155½	
	—	230½
Cawnpore-Burhwal (metre-gauge link) . . . . .		45
<i>By the Agency of Companies—</i>		
<b>East Indian Railway extension (Moghal Sarai-Gya) . . . . .</b>		126½
<b>Tirhoot Railway extensions—</b>		
Hajepore to Begamearai . . . . .	41½	
Garhara to Katihar . . . . .	110½	
	—	161
<b>Bengal and North-Western Railway extensions . . . . .</b>		270½*

89. During the course of the year, construction was commenced on the following new lines and extensions :—

	Miles.	Miles.
<b>East Indian Railway—</b>		
Hathras Road to Hathras City . . . . .		5½
<b>East Coast Railway—</b>		
Rajmundry to Kovur . . . . .	4½	
Temporary Puri Station to new Puri Station . . . . .	1½	
	—	6½
<b>Bengal and North-Western Railway, Company's Section—</b>		
<b>Ganges-Gogra-Doab lines—</b>		
Azamgarh to Shahganj . . . . .		33*
<b>Eastern Bengal Railway—</b>		
Teesta Bridge at Kaunia and approaches . . . . .	4½	
Alipur to Jhainti (Cooch Behar-Santrabari extension— British section) . . . . .	20	
	—	24½
<b>Shadipalli-Balotra Railway (British section)—</b>		
Hyderabad (Sind) to Jodhpore frontier . . . . .		71½

90. In the Budget Estimate a sum of Rs 5,845,900 was provided for Capital expenditure on State Railways as under :—

	Rs.
34.—Construction of Protective Railways . . . . .	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	7,500
48.—State Railways—Construction . . . . .	5,838,500
<b>Total . . . . .</b>	<b>5,845,900</b>

\* The expenditure on these extensions is met from Company's Capital.



and this sum was distributed for expenditure as follows :—

	Rx.
For outlay in England (treated as final charges in the Home accounts) . . . . .	1,373,000
For outlay in India . . . . .	4,056,400
„ Exchange . . . . .	711,600
<b>TOTAL</b> . . . . .	<b>5,845,900</b>

91. The allotments to lines were as below :—

	Rx.
<i>By State Agency—</i>	
* Shadipalli-Balotra . . . . .	90,000
* Agra-Muttra-Delhi Chord . . . . .	275,200
Godavari Bridge . . . . .	185,000
East Coast, including Bezwada extension . . . . .	65,000
Open lines, including stores . . . . .	372,300
Lyallpur-Khanawal . . . . .	80,000
Wazirabad-Lyallpur . . . . .	10,000
* Bhatinda-Ferozepore (conversion) . . . . .	90,000
Muri-Attock . . . . .	300,000
Rungpur-Dhubri . . . . .	50,000
Kotri-Rohri . . . . .	200,000
Rajbari-Faridpur . . . . .	80,000
Rae Bareilly-Benares . . . . .	432,500
Bezwada-Madras, Ennur-Bezwada section . . . . .	800,000
Southern Punjab, Rolling stock . . . . .	222,300
<b>TOTAL</b> . . . . .	<b>3,252,300</b>
<i>By Agency of Companies—</i>	
Hajipur-Katihar extensions . . . . .	600,000
Assam-Bengal { Land . . . . .	50,000
Construction . . . . .	1,280,000
Open lines . . . . .	1,208,300
<b>TOTAL</b> . . . . .	<b>3,328,300</b>
<b>Total specially allotted</b> . . . . .	<b>6,481,200</b>
<b>Indents thrown forward</b> . . . . .	<b>26,000</b>
	<b>6,507,200</b>
<i>Add—</i>	
Reserve { East Indian Railway . . . . .	Rx. 150,000
Other lines . . . . .	50,100
	<b>200,100</b>
<b>TOTAL</b> . . . . .	<b>6,707,300</b>
<i>Deduct—</i>	
Amount available from debentures raised by East Indian Railway Company . . . . .	Rx. 662,100
Provision for expenditure in England on Assam-Bengal Railway to be dealt with under Section 6 . . . . .	199,800
	<b>861,400</b>
<b>GRAND TOTAL</b> . . . . .	<b>5,845,900</b>

92. During the course of the year, however, it was found necessary to restrict expenditure on the construction of railways to the extent of Rx. 1,000,000 owing to the depletion of the cash balances, which was consequent on the prevalence of famine. Owing to the disturbance of working arrangements while the engineering strikes in England affected very materially the expenditure in that country on stores, the consequence was that a large lapse had to be

\* These amounts were held in reserve with the Government of India against the provision in the forecast pending sanction to the construction of the lines.



provided for, and the Revised Estimate was therefore prepared for Rx. 3,908,100 or Rx. 1,937,800 less than the provision made in the Budget Estimate.

The raising of debentures to the extent of £297,750 by the Assam-Bengal Railway Company during the course of the year under review instead of in the previous year as originally anticipated caused a further disturbance in the programme of expenditure.

93. The amount of the Revised Estimate, viz., Rx. 3,908,100, was provided as follows:—

	Rx.
34.—Construction of Protective Railways . . . . .	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	4,700
43.—State Railways—Construction . . . . .	3,903,400
<b>TOTAL</b>	<b>3,908,100</b>

and was distributed for expenditure as under:—

	Rx.
For outlay in England . . . . .	827,700
" " India . . . . .	2,616,900
" Exchange . . . . .	403,500
<b>TOTAL</b>	<b>3,908,100</b>

94. The actual outlay amounted to Rx. 3,635,797 as under:—

	Rx.
In England . . . . .	809,010
" India . . . . .	2,371,217
Exchange . . . . .	455,570
<b>TOTAL</b>	<b>3,635,797</b>

resulting in a lapse of Rx. 2,210,103 on the Budget Estimate, and a lapse of Rx. 272,303 on the Revised Estimate of the year. Compared with the Revised Estimate, the Actuals in India and in England are as follows:—

	Revised Estimate.	Actuals.	ACTUALS.	
			Mora.	Less.
	Rx.	Rx.	Rx.	Rx.
England . . . . .	827,700	809,010	...	18,690
India . . . . .	2,616,900	2,371,217	...	245,683
Exchange . . . . .	403,500	455,570	...	7,930
<b>TOTAL</b>	<b>3,908,100</b>	<b>3,635,797</b>	<b>...</b>	<b>272,303</b>

95. The distribution of the outlay of the year by finance heads is as under:—

	Rx.
34.—Construction of Protective Railways . . . . .	...
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	3,792
43.—State Railways—Construction . . . . .	3,632,005
<b>TOTAL</b>	<b>3,635,797</b>

96. No expenditure was incurred during the year in connection with the redemption of liabilities.



*Comparison with the Budget and Revised Estimates.\**

97. In the statement attached to this review as Schedule F will be found full details of the expenditure of the year compared with the Budget and Revised Estimates, and showing the details of classification by Fund heads. The following is a general abstract:—

RAILWAYS.	Actuals, 1897-98.	BUDGET ESTIMATE.		REVISED ESTIMATE	
		Estimates.	Actuals + more or — less.	Estimates.	Actuals + more or — less.
	Rx.	Rx.	Rx.	Rx.	Rx.
<i>Expenditure by State Agency.</i>					
Open lines*	539,901	602,200	—152,299	611,600	—71,699
Rungpur-Dhabri	10,847	50,000	—39,153	12,800	—1,953
Kotri-Rohri	107,151	(a) 211,000	—103,849	118,500	—11,349
Rajbari-Paridpur	54,556	80,000	—25,444	26,700	+ 27,856
Rae Bareilly-Banarès	448,711	482,500	+ 11,211	442,500	+ 1,211
Cooch Behar-Santabari	7,722	...	+ 7,722	5,000	+ 2,722
Agra-Delhi Chord	8,029	...	+ 8,029	8,000	+ 29
Mari-Attock	245,485	300,000	—54,515	264,900	—19,415
Indus Bridge	70,676	(a) ...	+ 70,676	91,400	—20,724
Bezwada-Madras, Bannur- Bezwada section	698,916	800,000	—103,084	696,600	+ 316
Lyallpur-Khanewal	124,722	80,000	+ 44,722	130,000	—5,278
Godavari Bridge	136,492	185,000	—48,508	138,700	—2,208
Stores (fluctuations in reserve) and stores in transit	—87,263	—7,600	—79,663	1,800	—88,863
Jullundur-Hoshiarpur	—138	...	—138	—100	—38
Ludhiana-Ferozepore	577	...	+ 577	600	—23
Shadipalli-Jodhpore Frontier	799	...	+ 799	2,500	—1,701
<b>TOTAL</b>	<b>2,355,133</b>	<b>2,828,100</b>	<b>—467,967</b>	<b>2,546,300</b>	<b>—191,167</b>
<i>Expenditure by Agency of Companies.</i>					
Open lines	1,130,217	1,298,900	—168,683	1,131,300	—1,083
Assam Bengal (Construction)	662,678	1,080,700	—418,022	649,700	+ 12,978
" (Land)	21,585	50,000	—28,415	61,500	—39,915
Hajipur-Katihar extensions	446,868	600,000	—153,132	500,000	—53,132
<b>TOTAL</b>	<b>2,261,348</b>	<b>2,029,600</b>	<b>—768,252</b>	<b>2,342,500</b>	<b>—81,152</b>
Reserve	...	655,300	—655,300	...	...
Deduct—Amount provided for Capital outlay on East Indian Railway by the issue of ster- ling debentures	986,084	662,100	+ 318,584	980,700	—16
<b>GRAND TOTAL</b>	<b>3,635,797</b>	<b>5,845,900</b>	<b>—2,210,103</b>	<b>3,908,100</b>	<b>—272,303</b>
<i>Distributed as under:—</i>					
England	869,010	1,078,000	—208,990	827,700	—41,290
India	2,371,217	4,066,400	—1,695,183	2,816,900	—445,683
Exchange	465,570	711,500	—245,930	463,500	—2,070
<b>TOTAL</b>	<b>3,635,797</b>	<b>5,845,900</b>	<b>—2,210,103</b>	<b>3,908,100</b>	<b>—272,303</b>

\* Includes Frontier Railway Reserve material.  
(a) Includes provision for Indus Bridge.



## BUDGET ESTIMATE.

98. The more important variations from the Budget Estimate are explained below :—

*State Agency.*

*Open lines.*—The actuals fell short of the Budget Estimate by Rx. 152,299, the principal variations being as follows :—

- A lapse on the Warora Colliery due chiefly to the value of machinery sold to the East Indian Railway during 1896-97 having been realised during the year under review.
- A lapse on the Oudh and Rohilkhand Railway attributed chiefly to the restriction of expenditure; to delay in the supply of material from England, and to sales of surplus stores.
- A lapse on the North Western Railway due to the restriction of expenditure; to fluctuations in the suspense balances, and to short outlay on English stores.
- An excess on the Eastern Bengal State Railway due to increased expenditure for doubling the line from Ranaghat to Poradaha; to expenditure incurred on works at Pachooria, Lalgola, Chitpore and Naihati, and to an increase in the English cost of additional rolling stock obtained for the open line.

*Lines under construction.*—The actuals fell short of the Budget Estimate by Rx. 815,668. The principal variations on individual lines were :—

- A lapse on the Rungpur-Dhubri Railway (Teesta Bridge) due to the construction of the bridge not having been commenced as early as was originally intended.
- A lapse on the Rajbari-Faridpur Railway due to construction operations not having been pushed on to the extent anticipated in the Budget Estimate.
- A lapse on the Mari-Attock Railway due mainly to the restriction of expenditure.
- A lapse on the Bezwada-Madras Railway due to short outlay under Ballast and Permanent-way; to the postponement of some of the works under Stations and Buildings; to the non-arrival of engines, and to delay in the erection of carriage and wagon stock by the Madras Railway.
- The Budget Estimate of the Kotri-Rohri Railway provided for expenditure both on that railway and on the Indus Bridge. The Kotri-Rohri Railway was, however, transferred to the management of the North Western Railway during the year and the necessary separation of the grant was effected. Compared with the provision made in the Budget Estimate for expenditure on the Indus Bridge, the actuals shew a lapse which is attributed chiefly to the non-arrival of girders from England.
- A lapse on the Godavari Bridge due chiefly to short expenditure on English stores.
- A lapse under Stores transactions due to a reduction in the balances; stores paid for during 1896-97 having been invoiced and passed on to lines during the year under review.
- An excess on the Rai Bareli-Benares Railway attributable partly to a too sanguine estimate of probable savings, partly to short outlay under certain heads in the previous year, and to some extent to additional works having been found necessary. The excess would have been larger but for a large saving under Rolling-Stock due to delay in the supply of engines from England.
- Construction operations were started during the course of the year on the British sections of the Shadipalli-Jodhpore Frontier and Cooch Behar-Santrabari Railways. No provision for these lines was made in the Budget Estimate.



An excess on the Lyallpur Khanawal Railway due to the purchase of sleepers and permanent-way materials from the North Western Railway, provision for which was not made in the Budget Estimate.

*Companies' Agency.*

*Open lines.*—The actuals fell short of the Budget Estimate by Rx. 168,683. The principal variations on individual lines were as under :—

A lapse on the Rajputana-Malwa Railway due to short expenditure on new works at Cawnpore and to the transfer of expenditure on works at Ujjain to the Nagda-Ujjain and Ujjain-Bhopal Railways; to the provision made for certain works under Stations and Buildings not having been utilised owing to some of the works having been deferred, and to the want of Government sanction for others, and to short outlay on menials' quarters at Mhow and junction arrangements at Ujjain Station owing mainly to restriction of expenditure; to credits for locomotive and carriage and wagon stock sold to the Mombassa-Uganda and Hyderabad-Godavari Valley Railways, and to fluctuations in the suspense accounts.

The balances in the suspense accounts of the Burma Railways on the 31st August 1896 (the date from which the lines were transferred to a Company) which were at first treated as Government capital outlay were under the orders of Government transferred during the year to the Company's capital account, the result being a credit of Rx. 175,714 under head 48.—State Railways—Construction. This credit was not provided for in the Budget Estimate.

A lapse on the Tirhoot State Railway attributed chiefly to the over-estimates and to English stores for the erection of 13 F class engines not having been received.

A lapse of Rx. 80,127 on the South Indian Railway due chiefly to the postponement of several large works, and to short outlay on English stores.

A lapse on the Dhond and Manmad Railway chiefly under Bridge-work, Fencing, and Stations and Buildings due to the provision made for building return walls to bridges from Ahmednagar to Kopergaon not having been put in hand as the work was not sanctioned; to the provision made for fencing 25½ miles not having been utilised as the work is kept in abeyance till completion of the connection with the Godavari Valley Railway at Manmad, and to the provision made for unforeseen works under Stations and Buildings having been surrendered.

No outlay was incurred on the Wardha Coal State Railway during the year, the provision made for strengthening bridges and staff quarters having been surrendered owing to the works not having been sanctioned.

An excess of Rx. 289,420 on the East Indian Railway due chiefly to large purchases of sleepers towards the close of the year; to smaller issues to Revenue of permanent-way materials for renewals, and to an increase in the stock of pig iron for manufacturing operations. The excess is also partly accounted for by increased outlay on the Moghal Sarai-Gya extension and by the charge for commission on debentures which was not provided for in the Budget Estimate.

*Lines under construction.*—The actuals fell short of the Budget Estimate by Rx. 599,569. The causes which led to the deviation from the Budget Estimate are explained below :—

In the Budget Estimate of the Assam-Bengal Railway a sum of Rx. 1,260,000 was provided to meet the estimated expenditure on the line during the year. Of this sum Rx. 1,080,700 was provided from Government funds and the balance Rx. 199,300 against Company's capital and debentures. The debentures, amounting to £300,000 (actual amount received £297,750), which the Company



was expected to raise in March 1897, were not paid to the Secretary of State until 1897-98. The total outlay on the Railway during the year amounted to Rx. 1,160,831, of which Rx. 498,153, representing for the equivalent of the debentures referred to above was accounted under the head, "Capital account of Indian Railway Companies", and only the difference, Rx. 662,678, charged against Government funds in accordance with the terms of clause 43 of the contract. Compared with the total provision made in the Budget Estimate, there was a lapse of Rx. 119,169 which is attributed partly to the restriction of expenditure during a portion of the year, and partly to over-estimates.

The lapse on the provision made for land for the Assam-Bengal Railway was due to the Land Acquisition Officer having over-estimated his requirements.

The lapse on the Hajipur-Katihar extensions is attributed to the alignment of the line from Kosi to Katihar not having been finally settled.

#### REVISED ESTIMATE.

99. Compared with the Revised Estimate, the principal variations and the reasons assigned for them are briefly as follows :—

#### *State Agency.*

*Open lines.*—The actuals fell short of the Revised Estimate by Rx. 71,699. The more important variations on individual lines are as under :—

A lapse on the North Western Railway due to larger issues of stores to Revenue.

A lapse on the East Coast Railway due to shorter expenditure on English stores.

An excess on the Eastern Bengal State Railway due entirely to larger expenditure on English stores than was anticipated.

An excess on the Oudh and Rohilkhand Railway due to smaller issues of stores to Revenue, and to adjustments in connection with stock-taking.

*Lines under construction.*—The actuals were less than the Revised Estimate by Rx. 119,468.

The principal lapses were—

On the Kotri-Rohri Railway attributed to short outlay on works and on English stores.

On the Mari-Attock Railway due to smaller outlay on works than was anticipated.

On the Indus Bridge due principally to the non-arrival of girders from England.

Under Stores transactions due to the cause referred to in paragraph 98 above.

The principal excess was :—

On the Rajbari-Faridpur Railway due to the issue of a larger quantity of materials from the Eastern Bengal State Railway and to more work having been done.

#### *Companies' Agency.*

*Open lines.*—The actuals approximate closely to the Revised Estimate, the result being a small lapse of Rx. 1,088. The more important variations were as under :—

A lapse on the Tirhoot State Railway due chiefly to larger issues of stores to Revenue.

An excess on the East Indian Railway due chiefly to fluctuations in the suspense accounts owing to the causes mentioned in paragraph 98 above.



*Lines under construction.*—The actuals fell short of the Revised Estimate by Rs. 80,069, the principal variations being as under:—

A lapse on the provision made for land for the Assam-Bengal Railway, due to the Land Acquisition Officer not having been able to make awards before the close of the year up to the extent of the money placed at his disposal.

A lapse on the Hajipur-Katihar extensions due to the requirements for outlay on land having been over-estimated and to work in connection with bridges and ballast and permanent-way not having been carried out to the extent anticipated.

The Revised Estimate of the Assam-Bengal Railway was passed for a total estimated expenditure of Rs. 1,147,900, of which Rs. 649,700 was provided against Government funds, and the balance Rs. 498,200 against debentures to be raised by the Company. The actual expenditure amounted to Rs. 1,160,891 or Rs. 12,991 in excess of the Revised Estimate. This excess occurred almost entirely under Formation.

100. *Total Capital Outlay.*—The total outlay incurred on State Railways up to the end of the year has amounted to Rs. 133,302,934 as under:—

	Rs.
Indian outlay	75,958,328
Debits to the Indian books by credits to "Expenditure in England" for value of English stores received, and other items charged off in England	57,344,606
<b>TOTAL</b>	<b>133,302,934</b>

the distribution being as follows:—

	Rs.
34.—Construction of Protective Railways	6,550,981
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	6,509,881
Other expenditure on construction charged against Revenue, including exchange prior to 1884-85	2,858,794
48.—Capital expenditure on State Railways not charged against Revenue	81,641,842
51.—Capital charges involved in redemption of liabilities	33,553,451
Outlay met from debentures raised through Companies	2,688,083
<b>TOTAL</b>	<b>133,302,934</b>

101. Full details of the above will be found in the statement attached to this review as Schedule G.



## SECTION F.

## CAPITAL ACCOUNT OF GUARANTEED COMPANIES.

102. Each of the Guaranteed Railway Companies has a sterling Capital. Under the respective contracts entered upon many years ago, funds required to meet expenditure in India are advanced at the fixed rate of exchange of 1s. 10d. the rupee, and advances in England when stated in Indian currency are converted at the same rate of 1s. 10d. the rupee. The figures relating to Capital expenditure in this section, where stated in sterling, represent as regards withdrawals by the Companies in England true sterling, and as regards withdrawals in India the equivalent of the rupees at the rate of 1s. 10d.; where stated in Rs., sterling has been converted into rupees at the same rate. This does not, however, apply to the capital for the Extensions of the Madras Railway to which it has been arranged that the "prescribed" rate of exchange shall be applied.

103. The following table shows the amount of Capital raised to the 31st March 1898 :—

	SHARE CAPITAL.		DEBENTURES.		DEBENTURE STOCK.		CAPITAL NOT RAISED IN INDIA.		TOTAL.
	India.	England.	Nominal amount.	Cash received.	Stock repaid.	Cash received.	India.	England.	
	£	£	£	£	£	£	£	£	
Great Indian Peninsula	496,897	19,503,103	2,970,900	2,363,507	2,701,450	2,475,559	74,929	213,620	25,732,515
Bombay, Baroda and Central India	21,672	7,528,628	1,937,900	1,984,580	...	...	...	22,168	2,516,448
Madras { Open line	...	10,357,080	898,000	893,219	...	...	...	12,039	11,162,888
{ Extensions	...	...	100,000	92,000	...	...	...	...	90,000
TOTAL	518,569	37,289,361	5,906,800	5,800,806	2,701,450	2,475,559	74,929	250,127	48,508,661

104. Interest on the Share Capital, Debentures, and Debenture Stock is guaranteed by the Secretary of State, the rates of interest being as under :—

		Great Indian Peninsula.	Bombay, Baroda and Central India.	MADRAS.		TOTAL.
				Open line.	Extensions.	
		£	£	£	£	£
Share Capital at 5 per cent.		20,000,000	7,550,800	8,757,670	...	36,807,870
" " 4½ "		...	...	999,960	...	999,960
" " 4½ "		...	...	500,000	...	500,000
Debenture Stock at 4 "		2,701,450	...	...	...	2,701,450
Debentures at 3½ "		...	788,500	100,000	...	888,500
" " 3 "		1,068,800	300,000	332,700	...	1,701,500
" " 2½ "		800,000	...	80,000	...	880,000
" " 2½ "		1,802,100	849,400	405,800	100,000	2,956,800
TOTAL		25,872,350	9,488,200	11,155,680	100,000	46,416,180



105. The average rate of interest payable in gold on the Capital of these Guaranteed Companies is a little below 4·65 per cent. Under the contracts, the State must continue to pay interest on the Share Capital at the rates guaranteed until the contracts terminate, and is consequently unable to obtain any advantage from the increasingly easy condition of the money market. The State can now raise money at about 2½ per cent., but has to continue to pay 5 per cent. on the bulk of the Share Capital which, with the low average rate of exchange for 1897-98, is equivalent to a payment of interest at a rate of about 7·26 per cent. on the sterling Capital converted at par.

106. The following table shows the amounts withdrawn by the several Companies on Capital account up to the 31st March 1898, and the balances of Capital at their credit or overdrawals at their debit on that date :—

	Paid up Capital.	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Great Indian Peninsula . . .	25,782,515	5,722,841	19,940,115	25,662,956	68,559	...
Bombay, Baroda and Central India . . .	9,514,448	2,812,058	7,444,729	9,757,776	...	243,328
Madras { Open line . . .	11,182,888	2,980,710	7,167,218	11,147,928	14,960	...
{ Extensions . . .	99,000	3,214	763	3,977	95,028	...
<b>Total . . .</b>	<b>46,508,851</b>	<b>12,080,813</b>	<b>24,552,819</b>	<b>46,573,687</b>	<b>178,547</b>	<b>243,328</b>

or, as stated in the Indian accounts, sterling being converted into rupees at the contract rates of exchange, the figures stand as under :—

	Paid up Capital.	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Great Indian Peninsula . . .	28,091,835	6,244,189	21,752,882	27,997,041	74,794	...
Bombay, Baroda and Central India . . .	10,379,398	2,829,221	8,121,516	10,944,847	...	265,449
Madras { Open line . . .	12,177,887	4,342,598	7,612,753	12,161,376	16,811	...
{ Extensions . . .	159,296	5,048	1,929	6,977	158,122	...
<b>Total . . .</b>	<b>50,738,319</b>	<b>13,115,161</b>	<b>27,694,580</b>	<b>50,809,541</b>	<b>241,227</b>	<b>265,449</b>

107. The net Capital expenditure during the year on the Guaranteed Railways amounted to £399,558 as below :—

	WITHDRAWALS.			EXPENDITURE.			NET WITHDRAWALS.
	In India.	In England.	Total.	In India.	In England.	Total.	
	£	£	£	£	£	£	
Great Indian Peninsula . . .	369,313	435,341	794,650	664,987	700	654,787	140,072
Bombay, Baroda and Central India . . .	486,256	261,922	747,179	512,610	694	513,304	232,576
Madras { Open line . . .	209,072	75,517	279,190	257,151	405	257,556	21,634
{ Extensions . . .	3,214	763	3,977	...	...	...	3,977
<b>Total . . .</b>	<b>1,061,461</b>	<b>763,744</b>	<b>1,825,205</b>	<b>1,423,348</b>	<b>1,799</b>	<b>1,425,147</b>	<b>399,558</b>



108. The large refunds in India represent chiefly the value of stores issued to Revenue for working and maintenance which, in the first instance, are paid for from Capital funds.

*Comparison with Budget and Revised Estimates.*

109. The following table compares the actual net withdrawals during the year, with the Actuals of 1896-97, and with the Budget and Revised Estimates of 1897-98:—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
		Rx.	Rx.	Rx.	Rx.	
Great Indian Peninsula .	162,805	140,400	+ 12,405	389,700	—226,895	—51,628
Bombay, Baroda and Central India . . . . .	255,187	270,000	—14,813	574,600	—419,413	288,399
Madras { Open line . . .	23,600	11,500	+ 12,100	121,800	—98,200	48,587
{ Extensions . . .	5,277	16,300	—10,023	...	+ 6,277	...
TOTAL . . . . .	437,812	438,400	—588	1,186,100	—748,281	285,848

110. The increase in the actuals as compared with those of the previous year occurred on the Great Indian Peninsula Railway in connection with the outlay in England on stores, etc., which was nearly 25 lakhs more than in the preceding year. This increase has to a certain extent been counterbalanced by larger refunds for stores issued to revenue for repairs and renewals of carriages and wagons. The decrease as compared with the Budget Estimate in the case of all three lines was due principally to shorter outlay on stores, etc., in England. Larger receipts in India in connection with heavier consumption of stores by revenue, sales of stores to outsiders, and deposits for work to be done for outsiders contributed to the decrease to a certain extent. The difference between the Revised Estimate and the actuals is small.



## SECTION G.

## (CAPITAL OF INDIAN RAILWAY COMPANIES.)

## (Exclusive of the old Guaranteed Companies.)

111. The accounts reviewed in this section deal with the capital transactions of the following Railway Companies:—

- Bengal Central.
- Bengal-Nagpur.
- Indian Midland.
- Southern Mahratta.
- Mysore.
- Robilkhund-Kumaon (Lucknow-Bareilly Section).
- Assam-Bengal.
- Burma Railways.
- \* Ahmedabad-Parantij.
- \* South Behar.
- \* Mymensingh-Jamalpur.
- \* Brahmaputra-Sultanpur.
- \* Tapti Valley.
- \* Hurdwar-Dehra.

112. The capital of these Companies (excepting those marked with an asterisk) consists partly of share capital and debentures raised by the Companies direct on guarantees by the Secretary of State, and partly of advances made by the Secretary of State from funds raised by him under the provisions of Act 51 Vict., Cap. 5. The sums thus raised and advanced to the Companies are considered as part of the Companies' capital. Interest on such advances is charged against the Railway Revenue Account and has to be met before surplus profits can be declared.

113. The financial terms of the contracts, the rates of interest guaranteed and the rates of exchange at which the capital is converted into Indian currency vary in each case. These points are briefly noted below.

114. *Bengal Central Railway.*—This line is the property of the Bengal Central Railway Company and is, merely as a matter of convenience, classed among State Railways. This Railway was originally constructed under a limited guarantee of interest at the rate of 4 per cent. per annum, while the line was under construction, such interest, together with interest thereon, being repayable out of surplus profits. A revised contract was, however, entered into, with effect from the 1st July 1885, under which the Company receives a guarantee of  $3\frac{1}{2}$  per cent. on share capital and a quarter of net earnings paid half-yearly, the claim to the repayment of interest advanced under the original contract being at the same time waived. The capital of the Company on the 1st July 1885 amounted to £750,000. The whole of this amount was practically spent by the Company before Government took over the line, and its equivalent in Indian currency is held to be Rs. 90,82,843, the expenditure in rupees as exhibited by the Company's books. The balance of the Company's capital (including advances), viz., £250,000 when stated in Indian currency, is converted at the rate of 1s. 5.262d. the rupee.

115. *Bengal-Nagpur Railway.*—This Company receives a guarantee at the rate of 4 per cent. per annum on share capital, and is entitled to a quarter share of surplus profits,—i. e., of the excess of net earnings over interest—calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency as regards the main line capital raised up to the 31st March 1896 was £1 = Rs. 13, but it has been arranged that all further sterling capital raised for the Bengal-Nagpur Railway both for the main line and the extensions (including the sum of £500,000 raised by debentures in 1896) should be converted at the average rate obtained by the Secretary of State for



bills payable on demand drawn on India during the calendar half-year next preceding that in which the capital is received, i.e., at what is known as, and referred to hereafter as, the "prescribed" rate.

116. *Indian Midland Railway*.—This Company also receives a guarantee of 4 per cent. per annum on its share capital, and is entitled to a quarter share of surplus profits calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency as regards the main line is £1 = Rs. 12½, and as regards the Saugor-Katni extension, which is being constructed by the Company, £1 = Rs. 16½.

117. *Southern Mahratta Railway*.—This Company now receives a guarantee of 3½ per cent. (4 per cent. up to 31st December 1890) and a quarter of net earnings. The rates of exchange for the conversion of sterling capital into rupees are, as regards the capital (£530,957), specially raised for the completion of the Bellary-Kistna Railway, which was taken over by the Company £1 = Rs. 14, and for the remainder of the capital, £1 = Rs. 12. The Company also gets the advantage of outlay by the State on the construction of the Bellary-Kistna Railway to the extent of Rs. 1,657,841 without any charge for interest.

118. *Mysore Railway*.—This line was completed and is worked by the Southern Mahratta Railway Company. That Company raised sufficient funds by the issue of debenture stock to repay to the Mysore Durbar the outlay previously incurred by that State and to complete the extension linking up with the Southern Mahratta system. Acting on behalf of the Mysore Durbar, the Secretary of State has guaranteed interest at 4 per cent. on the nominal amount of the debenture stock issued. The Southern Mahratta Railway Company receives a quarter of the net earnings. The rate of exchange for conversion of the sterling capital into Indian currency is 1s. 5.931d. the rupee.

119. *Rohilkhand-Kumaon Railway (Lucknow-Bareilly Section)*.—The Rohilkhand-Kumaon Railway Company took over, with effect from the 1st January 1891, the Bareilly-Pilibhit and the Lucknow-Sitapur State Railways, undertaking to complete the link between these lines and to work the whole with their own Railway. The Company agreed to raise capital to the extent of £160,000 by the issue of debentures, with the power to discharge any portion of this obligation by the payment of rupees in India, the amount so paid being deemed the equivalent of sterling money at the average rate of exchange during the half-year immediately preceding the date of such payment. The Company subsequently issued sterling debentures for £147,000, which sold for Rs. 20,34,196. This sum was paid into the Calcutta Treasury, and, at the rate fixed by the contract, is deemed to be equivalent to a sterling payment of £160,837. The debentures were issued under a guarantee of the Secretary of State at the rate of 3½\* per cent. per annum. The previous outlay incurred by the State has not been refunded to Government, and it has been further agreed that any additional capital required shall be provided by the Secretary of State. Any surplus profits after paying the debenture interest and interest at 4 per cent. on the outlay and advances by the State are divided between Government and the Company in the ratio of their respective capital.

120. *Assam-Bengal Railway*.—This Company took over, in November 1892, the construction of the Gauhati-Lumding Section of the Railway which had been commenced by the State. The capital authorised to be raised by the Company is £1,500,000, and the rate of interest guaranteed is 3½ per cent. per annum up to the 1st July 1898, and after that date 3 per cent. The rate for the conversion of sterling capital into Indian currency is the "prescribed" rate.

121. *Burma Railway*.—This Company was formed for the purpose of completing and working the system of Railways in Burma which was being constructed and worked by the State, carrying out extensions thereof. The lines were handed over with effect from the 1st September 1893; the capital authorised to be raised by the Company for the purposes of the contract is

\* These debentures, which matured on the 1st July 1898, have been renewed for three years at 3 per cent. per annum.



£2,000,000. The rate of interest guaranteed is  $2\frac{1}{2}$  per cent. per annum up to the 1st July 1901, and after that date  $2\frac{1}{2}$  per cent. For the purposes of the division of surplus profits, the capital expended by the Secretary of State on the Railways in Burma up to the 31st August 1896, as shown in rupees in the books of the Government of India, is converted into sterling at the rate of Re. 1 = 1s.  $2\frac{5}{16}$ d., and interest is calculated on the sterling equivalent of this sum at the rate of  $2\frac{1}{2}$  per cent. per annum. Any surplus profits after paying the interest in rupees on the Company's capital and the interest on the sterling equivalent of the Secretary of State's capital are divided between Government and the Company in the ratio of 4 to 1. The Company are also required to repay to the Secretary of State from their share of the surplus profits the equivalent in rupees of the additional  $\frac{1}{2}$  per cent. interest guaranteed up to the 1st July 1901. The rate for the conversion of the sterling capital of the Company into Indian currency and for all the purposes of the contract requiring the conversion of sterling money into rupees is the "prescribed" rate.

122. *Ahmedabad-Parantij, South Behar, Mymensingh-Jamalpur, Brahmaputra-Sultanpur, Tapti Valley and Hurdwar-Dehra Branch Railways.*—The Ahmedabad-Parantij and Tapti Valley Railways are being constructed by the Bombay, Baroda and Central India Railway Company, the South Behar Railway by the East Indian Railway Company, and the Mymensingh-Jamalpur, Brahmaputra-Sultanpur and Hurdwar-Dehra Railways by State Agency, from funds paid into Indian Treasuries, and the element of exchange does not, therefore, enter into the accounts of these Railways. With the exception of the South Behar Railway Company, these Companies have an Indian domicile and a rupee capital. The South Behar Railway Company has an English domicile and a sterling capital. The transactions of this Railway, which pass through the Government accounts, are confined to the withdrawals against the amounts deposited in the Treasury for expenditure in India. In the case of the Brahmaputra-Sultanpur and Hurdwar-Dehra Railway Companies, the Secretary of State has guaranteed interest at the rate of 3 per cent. per annum out of the revenues of India on the actual capital expenditure charged in the accounts, whereas in the case of the other Companies there is no guarantee, but a "rebate" is allowed from traffic earnings on the main line under certain fixed limitations.



123. The following table shows the amount of capital raised to the 31st March 1898:—

	PLATE LINES RAISED BY COMPANIES.										ADMITTED COMPANIES.			
	Regal Central.	Bombay Nagpur.	Indian Midland.	Southern Maharashtra.	Mysore	Rohil- Khand- Kannah.	Aurang- Dangal.	Burma Railways.	Almoud- Shah- Parnahy.	South Kashmir.	Muzaffargarh- Ajmerput.	Delhi- Sikanderpur.	Tapi Valley.	Hindwa- Dahan.
<b>Share Capital—</b>														
India (at contract rates)	£	£	£	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
England	500,000	3,000,000	3,000,000	8,460 2,491,540	...	...	1,500,000	1,836,468	183,000	430,000	63,800	102,854	325,000	48,000
<b>Debt Capital—</b>														
Nominal amount	...	2,600,000	2,004,100	1,043,100	...	147,000	600,000	...	...	...	...	...	...	...
Cash received	...	2,598,500	2,001,600	1,042,250	...	160,897*	797,750	...	...	...	...	...	...	...
<b>Debtless Stock—</b>														
Stock represented	...	...	...	...	1,200,000	...	...	...	...	...	...	...	...	...
Cash received	...	...	...	...	1,200,000	...	...	...	...	...	...	...	...	...
<b>Capital not bearing interest—</b>														
India (at contract rates)	...	...	...	34 30,923	...	...	15,285	...	...	...	...	...	...	...
England	...	17,033	4,076	...	24,000	...	...	...	...	...	...	...	...	...
Total subscribed by Companies	500,000	5,618,123	5,997,276	4,573,307	1,224,000	160,897	2,313,135	1,836,468	183,000	430,000	63,800	102,854	325,000	48,000
Advances made from money raised under Act 61 VIII., Chap. 5	500,000	2,760,000	1,345,000	2,132,900	...	...	...	...	...	...	...	...	...	...
TOTAL	1,000,000	8,378,123	7,342,276	6,706,207	1,224,000	160,897	2,313,135	1,836,468	183,000	430,000	63,800	102,854	325,000	48,000
Equivalent in Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	1,256,819	11,243,630	9,273,139	6,150,039	1,636,880	203,619	2,655,934	2,118,616	183,000	430,000	63,800	102,854	325,000	48,000

\* Rupees 27,34,126 were actually paid into the Treasury, and this, under the contract, is taken as equivalent to 21,60,000.  
The amounts shown under Admitted Companies represent the deposits made in Indian Treasuries to end of 1897-98.



124. The following abstract shows the different rates of interest guaranteed in the case of each of the State lines leased to Companies on the share and debenture capital :—

	Bengal Central.	Bengal-Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.	Burma Railways.	Total.
	£	£	£	£	£	£	£	£	£
Share Capital at 4 per cent.	...	5,000,000	5,000,000	...	...	...	...	...	6,000,000
Share Capital at 3½ per cent.	500,000	...	...	3,500,000*	...	...	1,500,000†	...	5,500,000
Share Capital at 2½ per cent.	...	...	...	...	...	...	...	1,885,432‡	1,885,432
Debenture stock at 4 per cent.	...	...	...	...	1,200,000	...	...	...	1,200,000
Debentures at 2½ per cent.	...	...	...	688,100	...	147,000	...	...	835,100
Debentures at 3 per cent.	...	1,500,000	1,000,000	255,000	...	...	500,000	...	3,255,000
Debentures at 2½ per cent.	...	...	171,800	...	...	...	...	...	171,800
Debentures at 2½ per cent.	...	1,100,000	1,883,800	100,000	...	...	800,000	...	3,883,800
TOTAL	500,000	5,800,000	6,004,100	4,543,100	1,200,000	147,000	2,300,000	1,885,432	22,130,632

\* Four per cent. up to 31st December 1890, thereafter 3½ per cent.

† Three and a half per cent. up to 1st July 1894, and thereafter 3 per cent.

‡ Two and three quarter per cent. up to 1st July 1901, and thereafter 2½ per cent.

125. During the year 1897-98 the following capital was raised direct by Companies :—

	£	£
Bengal-Nagpur Railway Debentures at 2½ per cent.—		
Open Line . . . . .	25,000	
Extensions . . . . .	575,000	
		600,000
Southern Mahratta Railway Debentures at 2½ per cent.		100,000
Assam-Bengal Railway Debentures at 2½ per cent.		800,000
		1,000,000

126. No advances were made from moneys raised under Act 51 Viet., Cap. 5, to any of these Companies during the year under review.

127. The following table shows the amounts of capital withdrawn up to the 31st March 1898, and the balances of capital at credit, or the amounts of overdrafts, on that date. In this table the amounts shown as withdrawn in England represent true sterling, the amounts shown as withdrawn in India represent rupees converted at contract rates, and also take into account the differences between remittances from England converted at contract rates and the average rates of exchange at which they are incorporated in the Indian books :—

Railways.	Paid up capital (including advances).	Capital withdrawn.									Balance at	
		To end of 1896-97.			During 1897-98.			To end of 1897-98.			Credit.	Debit.
		India.	England.	Total.	India.	England.	Total.	India.	England.	Total.		
	£	£	£	£	£	£	£	£	£	£	£	£
Bengal Central	1,000,000	358,396	543,348	902,744	25,775	21,486	47,261	394,173	569,834	964,007	51,999	...
Bengal-Nagpur	8,373,128	5,687,680	2,941,871	8,629,551	674,290	445,280	1,119,570	6,801,976	3,867,151	10,749,127	...	1,975,500
Indian Midland	7,342,275	4,861,564	2,641,534	7,503,148	182,392	46,066	228,458	4,992,956	2,590,270	7,583,226	...	341,500
Southern Mah- ratta.	6,703,202	4,877,089	1,741,140	6,618,229	5,638	51,990	57,628	4,882,715	1,793,130	6,675,845	27,362	...
Mysore . . .	1,324,000	967,526	182,147	1,009,473	9,326	...	9,326	976,652	182,147	1,108,799	115,201	...
Rohilkhand- Kumaon.	160,837	203,653	84,328	287,981	4,540	17,487	22,027	208,193	101,795	309,988	...	140,100
Assam-Bengal .	2,313,135	1,150,286	665,099	2,015,385	235,663	62,067	297,730	1,395,909	927,166	2,323,075	...	...
Burma . . .	1,836,463	169,256	114,562	283,820	309,820	101,945	411,765	479,076	216,508	695,584	1,140,879	...
Total	28,953,044	18,275,260	9,063,079	27,338,339	1,397,452	748,921	2,146,373	19,672,712	9,812,001	29,484,713	1,335,432	1,867,100



or, as stated in the Indian accounts, the sterling capital being converted at the contract rates, and the withdrawals in England being converted at the rates of exchange applicable under the contract, the figures stand as in the statement below. The transactions of the Assisted Companies' Railways which are being constructed on branch line terms being on a rupee basis have been included in this statement:—

RAILWAYS.	Paid-up Capital.	Capital withdrawn.	BALANCE AT	
			Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.
Bengal Central . . . . .	1,255,819	1,183,528	72,293	...
Bengal-Nagpur . . . . .	11,293,520	13,460,512	...	2,172,992
Indian Midland . . . . .	9,378,129	9,883,088	...	554,959
Southern Mahratta . . . . .	8,160,039	8,117,206	83,834	...
Mysore . . . . .	1,638,280	1,494,088	154,192	...
Rohilkhand-Kumaon . . . . .	208,419	427,825	...	224,406
Assam-Bengal . . . . .	3,655,984	3,655,984	...	...
Burma . . . . .	3,118,316	1,181,220	1,937,396	...
Ahmedabad-Parantij . . . . .	153,000	180,108	2,802	...
South Behar . . . . .	430,900	366,124	81,876	...
Mymensingh-Jamshpur . . . . .	63,800	63,079	821	...
Brahmaputra-Sultanpur . . . . .	102,854	88,734	14,120	...
Hardwar-Delhra . . . . .	48,000	36,528	11,474	...
Tapti Valley . . . . .	325,000	313,611	11,389	...
<b>TOTAL</b>	<b>39,746,459</b>	<b>40,869,530</b>	<b>2,399,286</b>	<b>2,952,857</b>

128. The overdraft shown against the Bengal-Nagpur Railway is due to the inclusion in the Capital account of the sum of Rx. 485,383 \* expended by the State on the Katni-Umaria State Railway, which was subsequently taken over by the Company (*vide* para. 36 above), and to outlay in India on the extensions being met from rupee advances. The overdraft shown against the Indian Midland Railway is due to this latter cause. A sum of Rx. 1,667,841 expended by Government on the Bellary-Kistna State Railway, now incorporated in the Southern Mahratta Railway system, has not been included in the foregoing tables of expenditure. Similarly, a sum of Rx. 512,114 expended by Government on the Bareilly-Pilibhit and Lucknow-Sitapur Railways, prior to their transfer to the Rohilkhand-Kumaon Railway Company, has not been included in these statements. These items are classed, as originally charged, under 37.—*Construction of Railways* and 48.—*State Railways—Construction*, and are included in the expenditure dealt with in Section E.

*Comparison with Actuals during 1896-97 and the Budget and Revised Estimates.*

129. In the following table the actual expenditure during the year is compared with the Revised and Budget Estimates, and with the Actuals of 1896-97:—

RAILWAYS.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central . . . . .	65,707	67,900	—2,193	70,000	—4,293	95,658
Bengal-Nagpur . . . . .	1,846,813	1,940,000	—93,187	2,138,400	—281,587	1,579,240
Indian Midland . . . . .	299,218	291,100	+8,118	258,100	+41,118	699,064
Southern Mahratta . . . . .	89,139	74,300	+5,161	154,700	—85,561	74,823
Mysore . . . . .	12,483	37,700	—5,217	25,000	—12,517	13,831
Rohilkhand-Kumaon (Lucknow-Bareilly)	26,755	44,800	—9,045	22,800	+12,955	20,861
Assam-Bengal . . . . .	428,153	428,200	—47	199,300	+228,853	13,945
Burma . . . . .	639,247	551,600	+147,647	771,000	—71,753	481,973
Ahmedabad-Parantij . . . . .	27,333	30,000	—2,167	30,000	—2,167	122,533
South Behar . . . . .	245,225	276,000	—30,775	326,500	—81,275	113,361
Mymensingh-Jamshpur . . . . .	56,232	57,000	—768	98,300	—37,068	6,717
Brahmaputra-Sultanpur . . . . .	87,738	100,000	—12,274	310,000	—222,274	1,008
Tapti Valley . . . . .	284,385	235,000	+696	350,000	—615,615	79,246
Hardwar-Delhra . . . . .	36,528	38,000	—1,474	...	+36,528	...
<b>TOTAL</b>	<b>4,214,452</b>	<b>4,231,600</b>	<b>—7,148</b>	<b>5,239,100</b>	<b>—1,024,648</b>	<b>3,302,103</b>

\* Equivalent at contract rate to £373,372.



*Compared with Actuals of the previous year.*

130. The increase of Rs. 912,850 in the expenditure during 1897-98 as compared with the outlay during 1896-97 occurred chiefly on the Bengal-Nagpur, Assam-Bengal and Burma Railways. The increase on the Bengal-Nagpur Railway was due to greater progress having been made on the construction of the Sini-Midnapore-Cuttack-Calcutta Extensions; the increase on the Assam-Bengal Railway to a large portion of the outlay on the line during the year having been charged to this head against the debentures raised, and that on the Burma Railways to the expenditure in the previous year from Company's funds being only that incurred from the 1st September 1896, when the line was handed over to the Company to the end of the official year. There were increases also on the South Behar, Mymensingh-Jamalpur, Brahmaputra-Sultanpur and Tapti Valley Railways due to the progress of construction on these lines, the last three were only started during the course of the previous year. The expenditure on the Hurdwar-Dehra Railway, which was commenced during the year, also helped to swell the increase. The principal decreases were on the Indian Midland Railway due to fluctuations in the stores accounts and on the Ahmedabad-Parantij Railway due to the construction of the line having been practically completed in the previous year.

*Compared with Budget Estimate.*

131. As compared with the Budget Estimate there was a lapse of Rs. 1,024,648. The principal variations are explained below:—

The lapse of Rs. 281,585 on the Bengal-Nagpur Railway was due entirely to short outlay to the extent of Rs. 441,853 on English stores owing to the Engineers' strike in England and to the delay in sending forward indents and in letting contracts for girders. There was, however, an excess of Rs. 160,268 over the provision made for expenditure in India due chiefly to the refund to Government of the cost of surveys undertaken in previous years in connection with the Sini-Midnapore-Cuttack-Calcutta Extensions and to greater progress of work on the extensions.

The lapse of Rs. 85,501 on the Southern Mahratta Railway occurred chiefly from the provision made for expenditure in England, and was due partly to indents not having been complied with in full, and to the annual indent for miscellaneous stores being less than the provision was made in the Budget Estimate. There was also a lapse on the provision made for expenditure in India due chiefly to the restriction of expenditure; to several new works not having been sanctioned, and to the postponement of the construction of a part of the additional rolling-stock owing to the late arrival of material from England.

The lapse on the Mysore State Railway is attributed to the orders of Government restricting expenditure in consequence of which several new works for which provision was made in the Budget Estimate were postponed, and several sanctioned works were held in abeyance.

The lapse on the Burma Railways was due chiefly to the construction of the Mandalay-Kunlon Railway not having been pushed on as rapidly as was anticipated owing to a large number of Engineering questions not having been finally settled.

The lapse of Rs. 81,275 on the South Behar Railway was due to the construction of station arrangements having been deferred as it was found necessary to employ all labour on the more important work of bridging; to the East Indian Railway having failed to return within the year a large quantity of permanent way material which it borrowed; to earthwork not having been executed to the extent anticipated and to a stoppage of ballast-breaking operations at Kadjura in October 1897.



The lapses on the Mymensingh-Jamalpur and Brahmaputra-Sultanpur Branch Railways were due to the work of construction not having been pushed on to the extent anticipated.

The lapse of Rx. 615,635 on the Tapti Valley Railway was due partly to delay in making over land to the Railway authorities and partly to the progress of work having been retarded owing to the difficulty in obtaining labour in consequence of the plague restrictions.

The excess of Rx. 41,116 on the Indian Midland Railway was due to greater progress having been made with work on the Saugor-Kaini Extension than was anticipated; to a portion of the cost of 14 new engines which it was expected would be accounted for in the previous year, having been brought to account in the year under review owing to their late arrival; and to smaller issues of stores to Revenue than were provided for.

The excess on the Lucknow-Bareilly Railway was due chiefly to larger expenditure on English stores and to smaller issues of stores to Revenue.

The excess on the Assam-Bengal Railway was due to a larger portion of the expenditure incurred on this Railway during the year having been charged to this head for the reasons stated in para. 98 above.

*Compared with Revised Estimate.*

132. The actuals work up very closely to the Revised Estimate in total, there being a lapse of only Rx. 7,148. The more important variations on individual lines are explained as under:—

The lapse of Rx. 93,185 on the Bengal-Nagpur Railway is attributed to girders and rails not having been received or paid for before the close of the year.

The lapse of Rx. 30,775 on the South Behar Railway was almost wholly due to the East Indian Railway having failed to return to the South Behar Railway within the official year a quantity of permanent way material borrowed, the debit for which remained on the books of the East Indian Railway.

The lapse of Rx. 12,274 on the Brahmaputra-Sultanpur Branch Railway was due to short deliveries of sleepers.

The excess of Rx. 147,647 on the Burma Railways was due to the transfer from the Government to the Company's Capital Account of Rx. 175,714 representing the balances in the suspense accounts on the 31st August 1896 which is referred to under Section E.



## SECTION H.

## NATIVE STATES RAILWAYS.

*Capital and Revenue Transactions.*

133. The accounts reviewed in this section are those which are dealt with in this Department in connection with the following Railways belonging to Native States:—

Bhopal State Railway (Bhopal Section).  
Khamgaon Railway.  
Amraoti Railway.

134. It may be mentioned that this Department is not directly concerned with the transactions of the following Railways, and consequently they are not alluded to in this review:—

- The Gaekwar's.
- Jodhpore-Bickaneer.
- Nagda-Ujjain.
- Nizam's Guaranteed.
- Hyderabad-Godavari Valley.
- Morvi.
- Gwalior-Sipri.
- Rajpura-Bhatinda.
- Bhavnagar-Gondal-Junagad-Porbandar.
- Jammu-Kashmir (Native State Section).
- Kolhapur.
- Cooch Behar.
- Bina-Goon.
- Oodeypore-Chitore.
- Bhopal-Ujjain.
- West of India Portuguese.
- Jamnagar.
- Jeypore.
- Dhrangadra.
- Rajpipla.
- Jetalsar-Rajkot.
- Rewah.
- Pondicherry.
- Karikal-Peralam.
- Mysore {
  - Birur-Shimoga.
  - Mysore-Nanjangud Section.
  - Yesvantpur-Mysore Frontier.
  - Kolar Gold-fields.

135. An officer of the Public Works Accounts Department is lent to the Native States for the purpose of keeping the accounts of the Bhavnagar-Gondal-Junagad-Portbandar, Jamnagar, Dhrangadra and Jetalsar-Rajkot Railways, and the accounts of the lines marked with an asterisk are either kept by or supervised by Public Works Accounts officers.

## BHOPAL STATE RAILWAY.

136. *Capital.*—The Bhopal State Railway is the joint property of the Imperial Government and the Bhopal State. The line connects Itarsi, on the



Great Indian Peninsula Railway, with Bhopal. The line runs for 13 miles through British territory and for 44 miles through the Native State of Bhopal.

137. Funds for the construction of this line were at first provided as follows:—

	Rx.
By the British Government . . . . .	125,000
„ Bhopal State . . . . .	500,000

But as further moneys were required to meet the cost of additional works and of alterations necessary to bring the line up to the standard necessary for dealing with the traffic anticipated on the opening of the Indian Midland Railway, and as Her Highness the Begum of Bhopal was not prepared to advance more than the 50 lakhs, it was decided to provide the necessary money from Imperial resources. The contribution made by the Durbar had all been utilised before the end of 1890-91, so that the expenditure incurred subsequently was met from grants under the head “48.—State Railways—Construction,” and as such is reviewed in Section E.

138. The capital expended on the line to the close of 1897-98 amounted to Rx. 786,713 and has been found as follows:—

	Rx.
By the British Government . . . . .	236,713
„ Bhopal State . . . . .	500,000

139. *Revenue.*—The line is worked by the Indian Midland Railway on the following terms: on payment of such a sum as shall bear the same rate per cent. to the gross receipts of the Bhopal State Railway for any half-year as the aggregate working expenses of the amalgamated undertaking bear to the aggregate gross receipts of the amalgamated undertaking for the same half-year, plus 5 per cent. of the gross earnings for supply of rolling-stock. The earnings and expenses are adjusted by the calendar half-year, and the amounts included in the accounts for the official year 1897-98 represent the results of working during the calendar year 1897.

140. The revenue receipts and charges of the year are, under the terms of the agreement with the Durbar, divided between the British Government and the Bhopal State in the proportion of the capital contributed by each, and on this basis the division of the transactions of the year 1897 was as shown in the following table:—

	Government.	Bhopal State.	TOTAL.
	Rx.	Rx.	Rx.
Receipts . . . . .	15,221	33,138	48,359
Expenditure . . . . .	9,103	19,328	28,936
Net receipts . . . . .	6,118	13,810	19,423

141. The Durbar's share of the net earnings for the year is equivalent to a return of 2·66 per cent. per annum on the capital provided by the Durbar.

#### KHAMGAON AND AMRAOTI RAILWAYS.

142. *Capital.*—These railways have been constructed from funds provided from the surplus revenues of Berar. The Khamgaon Railway, 7½ miles in length, runs from Jalamb Station, on the Great Indian Peninsula Railway, to Khamgaon; and the Amraoti Railway, 5½ miles in length, connects Budnera on the same railway, with Amraoti.



143. The capital expended on these lines to the end of 1897-98 is as under:—

	To end of 1896-97.	During 1897-98.	Total to date.
	Rx.	Rx.	Rx.
Khamgaon Railway . . . . .	52,280	—45	52,215
Amraoti " . . . . .	45,112	133	45,245

144. *Revenue.*—Both these lines are worked by the Great Indian Peninsula Railway Company on the following terms: the payment to the Company of the same percentage of the gross receipts of the State line that the working expenses of the Great Indian Peninsula Railway and branch lines, taken together, bear to the earnings of the Great Indian Peninsula Railway and branch lines, plus 5 per cent. of the gross receipts of the State lines for the use of rolling-stock. The transactions are adjusted by the calendar half-year, and the results incorporated in the accounts of the year 1897-98 represent the transactions of the calendar year 1897.

145. The receipts and charges of the year 1897 are shown in the following table:—

	Receipts.	Expenditure.	Net Receipts.
	Rx.	Rx.	Rx.
Khamgaon Railway . . . . .	4,650	3,280	1,390
Amraoti " . . . . .	10,319	7,823	2,086

146. The net receipts represent returns of 2·66 and 6·60 per cent. per annum on the total capital expended on the Khamgaon and Amraoti Railways, respectively.

*Comparison with Budget and Revised Estimates.*

147. The actual capital outlay of the year compares with the Budget and Revised Estimates as under:—

RAILWAY.	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.	
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.
		Rx.	Rx.	Rx.	Rx.
Khamgaon Railway . . . . .	—45	...	—45	500	—545
Amraoti " . . . . .	133	100	+33	400	—267
TOTAL . . . . .	88	100	—12	900	—812

The differences are small and do not call for any detailed explanation.



148. The actual revenue transactions compare with the actuals of 1896-97 and the Budget and Revised Estimates as under :—

	Actuals, 1897-98.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1896-97.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Bhopal—</b>						
Receipts .	33,138	33,000	+138	36,700	—3,562	36,136
Expenditure .	19,828	19,800	+28	19,200	+628	22,283
<b>Net Receipts</b>	<b>13,310</b>	<b>13,200</b>	<b>+110</b>	<b>17,500</b>	<b>—4,190</b>	<b>13,853</b>
<b>Khamgaon—</b>						
Receipts .	4,850	4,400	+250	6,000	—1,350	5,836
Expenditure .	3,980	3,100	+180	3,500	—240	3,891
<b>Net Receipts</b>	<b>1,870</b>	<b>1,300</b>	<b>+90</b>	<b>2,500</b>	<b>—1,110</b>	<b>2,445</b>
<b>Amraoti—</b>						
Receipts .	10,312	10,500	—181	10,000	+312	10,411
Expenditure .	7,838	7,600	—267	6,090	+1,833	6,124
<b>Net Receipts</b>	<b>2,988</b>	<b>2,900</b>	<b>+86</b>	<b>4,000</b>	<b>—1,014</b>	<b>4,287</b>

149. The variations are too small to call for any detailed explanations. The decreases were generally due to smaller traffic and the increase on the Khamgaon Railway to higher charges by the working railway.

SIMLA;  
The 1st June 1899.

A. R. BECHER,  
Accountant General, P. W. Dept.

Acct. Genl., P. W. Dept., memorandum No. 136 R., dated 6th April 1899.

Submitted to the Secretary to the Government of India, Public Works Department.

*Document accompanying.*

Abstract and detailed Accounts of Revenue and Expenditure on Railways in India during and to the end of 1897-98.



Accompaniment to Accountant General's, P. W. Dept., Note No. 136 R., dated 6th April 1899.

*Abstract by Fund and Finance Heads of the Revenue and Expenditure on Railways in India during 1897-98 compared with the Budget and Revised Estimates of the year and the accounts of 1896-97.*

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
1897-98.							1897-98.			
Accounts, 1896-97.	Budget Estimate.	Revised Estimate.	Accounts.				Accounts.	Revised Estimate.	Budget Estimate.	Accounts, 1896-97.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
IMPERIAL.										
XXVI AND 38.—STATE RAILWAYS.										
Gross Traffic Receipts and Working Expenses.										
3,450,916	5,300,300	5,900,300	3,884,481		East Indian	1,953,204	1,980,000	1,800,000	1,849,021	
8,010,983	2,250,000	1,960,000	1,974,470		Rajputana-Malwa*	993,044	1,015,000	1,110,000	1,026,908	
5,186	4,000	3,800	3,969		Palampur-Deesa	2,742	2,700	2,800	3,588	
16,369	18,300	15,500	15,221		Bhopal	9,108	9,000	10,800	10,094	
20,608	20,000	20,000	19,886		Wardha Coal	14,032	14,400	12,000	12,222	
52,065	52,000	52,000	55,226		Warora Colliery	39,593	39,500	40,000	34,772	
39,133	44,500	38,200	38,506		Umari Colliery	37,723	38,200	40,000	39,692	
612,899	650,000	590,000	615,311		Bengal-Nagpur	317,083	310,000	340,000	352,521	
64,981	760,000	845,000	869,276		Mu Valley	519,780	515,000	447,500	81,768	
21,215					Burma					
66,445	130,000	102,500	106,551		Assam-Bengal	89,761	86,000	104,000	67,523	
1,052,328	1,520,000	1,520,000	1,532,213		Eastern Bengal	666,422	670,000	608,000	674,068	
93,515	95,000	120,000	118,370		Bengal Central	81,320	78,000	66,500	69,228	
505,006	620,000	620,000	625,039		Bengal and North-Western and Tirhoot	440,359	460,000	458,400	437,276	
818,681	880,000	900,000	882,106		Oudh and Rohilkhand	461,517	475,000	470,000	450,064	
485,745	485,000	565,000	568,634		Indian Midland	312,564	310,000	290,000	289,970	
79,135	83,000	88,000	89,902		Lucknow-Bareilly	53,498	53,000	53,000	52,459	
2,887,907	3,000,000	3,500,000	3,482,821		North-Western	1,830,178	1,820,000	1,800,000	1,710,588	
890,981	910,000	890,000	894,402		South Indian	507,859	510,000	555,000	516,893	
48,663	45,000	62,500	63,683		Guntakal-Mysore Frontier	37,167	37,000	26,000	27,846	
158,407	150,000	190,000	189,931		Mysore	133,297	130,000	105,000	109,187	
6,133	6,000	6,400	6,387		Bezwada-Madras (Eandora Section)	4,039	4,000	4,000	5,114	
365,982	260,000	310,000	306,218		East Coast (including Bezwada Extension)	212,359	210,000	195,000	202,230	
36,739	35,000	27,000	26,128		Dhond and Mahmud (net receipts)					
658,845	650,000	615,000	617,498		Southern Mahratta	437,897	440,000	450,000	447,858	
6,412,308	17,966,100	18,941,200	18,986,229	A	TOTAL	9,156,545	9,256,800	8,988,000	8,401,908	
Interest on debt.										
					India	3,991,278	3,997,100	4,017,200	3,615,426	
					England	971,045	971,000	971,000	975,589	
					Exchange	546,815	543,800	640,000	644,702	
					TOTAL	5,509,138	5,511,900	5,628,100	5,235,717	
Annuities in purchase of Railways.										
					East Indian	1,242,271	1,238,600	1,056,500	1,061,879	
					Eastern Bengal	190,519	190,200	202,300	202,190	
					North-Western	643,925	642,700	683,900	680,274	
					TOTAL	2,076,715	2,071,500	2,042,700	2,044,343	
Interest Chargeable against Companies on Advances.										
					Bengal Central	25,401	25,400	27,100	26,989	
					Bengal-Nagpur	213,879	212,600	217,100	185,846	
					Indian Midland	82,397	81,700	85,900	76,907	
					Southern Mahratta	108,202	108,000	114,900	114,966	
					TOTAL	429,879	427,700	443,000	404,708	
Interest on capital deposited by Companies.										
					East Indian	37,124	37,100	47,600	12,436	
					Assam-Bengal	111,372	112,200	128,000	111,678	
					Burma Railways	78,620	78,500	83,500	31,697	
					Bengal Central	27,355	27,300	29,100	29,064	
					Bengal-Nagpur	284,916	284,400	310,200	284,418	
					Indian Midland	326,060	324,500	348,300	347,840	
					Lucknow-Bareilly	15,201	15,200	16,000	15,148	
					Southern Mahratta	313,246	314,600	335,000	333,019	
					South Indian	46,894	46,800	49,800	49,825	
					TOTAL	1,243,288	1,240,500	1,247,500	1,015,243	

\*Including the Godhra-Ratam-Nagda Railway.



REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.					
Accounts, 1897-98.	1897-98.						Accounts.	1897-98.			Accounts, 1897-98.	
	Budget Estimate.	Revised Estimate.	Accounts.					Budget Estimate.	Revised Estimate.	Budget Estimate.		
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.		
805,293 2,879,801 549,068	800,000 1,300,000 530,000	680,000 970,000 570,000	612,856 999,389 589,147		XXVII.—GUARANTEED RAILWAYS.							
					Net Traffic Receipts.							
					Bombay, Baroda and Central India							
					Great Indian Peninsula							
					Madras							
2,654,164	2,630,000	2,160,000	2,201,392	B	TOTAL							
					XXVIII.—SUBSIDIZED COMPANIES.							
					Repayment of Advances of Interest.							
24,052	28,700	10,300	19,950		Mysore							
		9,000	1,979		Rohilkhand-Kumaon							
24,052	28,700	12,300	14,969	D	TOTAL							
					30.—GUARANTEED COMPANIES.							
					SURPLUS PROFITS, LAND, AND SUPERVISION, AND INTEREST.							
					Surplus Profits.							
					Bombay, Baroda and Central India	100,643	107,200	157,600	220,939			
					Great Indian Peninsula	38	—	—	285,233			
					Madras	9,619	10,000	—	147			
					TOTAL	C	110,300	117,200	157,600	447,309		
					Land and Supervision.							
					India (share of office of Director of Railway Construction)	15,338	16,300	16,600	16,284			
					Central Provinces	—	100	100	—			
					Burma	5,800	6,000	7,000	—			
					Assam	6,172	6,500	7,500	7,557			
					Bengal	15,225	15,500	16,000	17,388			
					North-Western Provinces and Oudh	16,024	16,000	18,100	16,396			
					Madras	12,308	22,300	11,700	14,584			
					Bombay	25,362	26,300	30,000	26,389			
					Deduct—Amount recoverable from Companies on account of Government supervision	96,229	100,000	226,400	100,411			
					TOTAL	C	80,312	80,400	81,000	71,349		
					TOTAL SURPLUS PROFITS, LAND AND SUPERVISION	C	15,911	28,600	145,400	28,062		
					Interest.							
					Bombay, Baroda and Central India	661,608	3,370,300	3,608,400	720,300			
					Great Indian Peninsula	1,862,206						1,941,338
					Madras	813,180						685,539
					TOTAL	C	3,337,084	3,370,300	3,608,400	3,597,030		
					40.—SUBSIDIZED COMPANIES—LAND AND ADVANCES OF INTEREST.							
					Bengal and North-Western—Land	58,730	43,500	70,000	39,916			
					Mymensingh-Jamalpur—Land	5,815	7,000	11,500	418			
					Brahmaputra-Sultanpur—Land	9,482	5,000	30,000	—			
					South Behar—Land	97,362	28,000	20,000	1,653			
					Sagowlie-Rakeah—Land	4,158	6,800	2,000	700			
					Bhagulpur-Barsi-Baidyanath—Land	—	—	52,300	—			
					Hardwar Dehra—Land	—	2,000	3,000	—			
					Delhi-Umballa-Kalka—Land	—	100	700	311			
					Southern Punjab—Land	1,956	2,000	2,000	83,113			
					Nilgiri—Land	1,037	2,000	2,000	1,338			
					Ahmedabad-Farontij—Land	10	200	200	6,750			
					Tapti Valley—Land	1,273	3,000	17,200	430			
					Barsi-Pandharpur-Sangola—Land	752	1,000	—	—			
					Tinnevely-Qaloo—Land	—	—	15,000	—			
					TOTAL	D	103,577	100,600	226,100	74,637		



REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
1897-98.							1897-98.			Accounts, 1896-97.
Account, 1897-98.	Budget Estimate.	Revised Estimate.	Accounts.				Accounts.	Revised Estimate.	Budget Estimate.	
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					41.—MISCELLANEOUS RAILWAY EXPENDITURE.					
					Surplus Establishment and Miscellaneous Charges		8,804	7,300	3,000	18,105
					Establishment of the Director of Railway Construction (share of)		15,338	16,300	16,600	16,924
					Port Store-keeper's Establishment		2,039	2,300	2,300	2,389
					Godhra-Baroda Survey		—4	...	...	736
					Rutham-Muttia Survey		1	...	2,000	...
					Satpura Railway Survey		2,323	3,000	...	...
					Myittha-Monywa Survey		152	200	...	...
					Meiktila-Myingyan (Land)		4,859	5,100	...	8,877
					Assam-Burma Connection Survey		...	...	...	1,956
					Chittagong-Akyab-Mishla Survey		...	...	...	—211
					Assam-Bengal-Lakhimpur Survey		...	...	...	110
					Kaunia-Dhubri-Gaunhati Survey		2,815	3,000	...	414
					Mughal Serai-Howrah Survey		—7,306	—7,300	...	—8
					Ranaghat-Bhagwangola-Raiganj Survey		4,266	3,800	4,300	2,543
					Shikarpor-Munshiganj Survey		47	...	...	...
					Singha-Madaripore-Chandpore Survey		910	1,000	800	3,621
					Bogra-Kaiganj Survey		—763	—800	...	...
					Northern Bengal-Assam Connection Survey		...	...	...	—54
					Cooch Behar-Santabrari Survey		—122	—200	...	357
					Eastern Bengal Railway Extensions and Branches		—8	...	...	602
					Faridpur-Samjhia-Rampur Baulash Survey		50	...	...	308
					Cuttack-Midnapur-Calcutta Survey		—19,206	—19,200	...	—8
					Sakti-Jainagar and Bahagnia-Bagaha Surveys		2,763	3,000	2,500	1,360
					Benares-Puri Survey		—3,295	—3,300	...	...
					Midnapur-Jheriah and Ranchi Plateau Survey		5,299	6,000	...	...
					Barun-Daltongunj Survey		3,836	4,000	...	...
					Sakti-Jainagar Branch (Land)		2,037	4,000	...	...
					Bottiah-Bagaha Extension (Land)		399	1,500	...	...
					Klasengunj-Kotchandpur-Magnara Survey		605	700	...	...
					Mahanadi Bridge Survey		—2,890	—2,900	...	...
					Ghaziabad-Moradabad Survey		2	...	600	1,845
					Harpalpur-Rath-Newgong Survey		13	...	...	108
					Agra-Delhi Chord Line Survey		...	...	3,000	3,164
					Dehra Dun Survey		...	...	...	1,000
					Hardwar-Dehra Survey		—811	—800	800	810
					Kashmir Railway Surveys		—7,674	—7,700	...	—1,000
					Hoshiarpur-Jullunder-Kapurthala Survey		...	...	...	170
					Katka-Simla Survey		...	...	...	—280
					Bhatinda-Samasata Survey		...	...	...	—1,156
					Umballa-Katka-Simla Survey		...	...	...	—800
					Abt. Material and Engine Suspense Account		—11,782	—11,800	...	...
					Frontier Railway Reserve Material		619	1,300	1,200	849
					Ludhiana-Dhuri Jakhali Survey		2,651	2,500	700	1,052
					Sukkur-Shikarpor Survey		570	900	600	463
					Nowshera-Dargai Survey		1,456	1,700	...	...
					Rewari-Kuchaman Survey		2,558	2,500	...	...
					Peralam-Karikal (Land)		...	...	...	1,766
					Madura-Pamban Survey		...	...	...	...
					Shoranur-Cochin		171	1,200	...	...
					Calicut-Cannanore Survey		—3,090	—3,100	...	...
					Arakere-Mangalore Survey		—345	—300	...	5,409
					Vizianagaram-Rajpur Survey		5,394	5,000	...	...
					Bombay-Sind Connection Survey		2,197	3,000	...	...
					Rajpipla Railway (Land)		2	...	800	530
					Hyderabad-Godavari Valley Railway (Land)		495	800	3,000	...
					Reserve		...	...	19,400	...
					TOTAL	8	23,475	28,800	60,000	63,690



REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1897-98.	1897-98.						Accounts, 1897-98.			
	Budget Estimate.	Revised Estimate.	Accounts.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.			
46.—STATE RAILWAYS—CONSTRUCTION										
					East Indian	1,289,419	1,200,000	1,030,000	649,419	
					Rajputana-Matwa	1,492	15,000	155,000	153,508	
					Godhra-Rutlam-Nagda	11,239	...	...	10,100	
					Palanpur-Deesa	8	...	500	1,000	
					Bhopal	3,124	1,300	2,000	2,000	
					Stores and Reserve	—87,263	1,500	192,500	277,263	
					Wardha Coal	...	...	7,500	...	
					Warora Colliery	—7,607	—7,000	—1,800	—3,000	
					Umaria	2,533	3,300	4,100	7,100	
					Burma	—175,774	...	...	180,774	
					Azam-Bengal—Part I	21,585	51,500	50,000	41,500	
					Ditto " II	668,678	649,700	1,080,700	1,100,700	
					Eastern Bengal	399,423	348,800	372,500	424,500	
					Rajbari-Paridip	54,536	26,700	80,000	23,300	
					Rungpur-Dhubri (Teesta and Dhubri Bridges)	10,847	12,800	50,000	...	
					Cooch Behar-Santirbari	7,722	5,000	...	...	
					Tirhoot	25,558	35,000	110,000	110,000	
					Tirhoot Extensions	446,808	500,000	600,000	154,192	
					Gadh and Rohilkhand	55,115	43,700	78,500	50,000	
					Rae Bareilly-Benares	443,711	442,500	432,500	251,211	
					Agra-Delhi Chord	3,089	3,000	275,200	...	
					Lyalpur-Khamewal	124,722	130,000	60,000	60,000	
					North-Western	—173,047	—177,100	47,700	78,100	
					Southern Punjab Rolling Stock	202,467	223,000	222,300	...	
					Frontier Railway Reserve Material	81	...	...	1,000	
					Korri-Rohel	107,151	118,500	211,000	440,151	
					Ditto Indus Bridge	70,676	91,400	...	375,076	
					Mari-Attock	245,435	264,000	300,000	1,000	
					Jullunder-Hoshiarpur	—138	—100	...	...	
					Ludhiana-Ferozepore	377	600	...	2,100	
					Guntakal-Mysore Frontier	132	200	1,000	1,700	
					South Indian	—30,126	—27,000	50,000	14,874	
					Bezwada-Madras (Eenore-Madras Section)	1,554	2,000	2,000	...	
					" (Eenore-Bezwada Section)	696,916	696,600	800,000	797,416	
					East Coast (including Bezwada Extension)	59,001	70,000	65,000	268,001	
					Godavari Bridge	136,492	138,700	185,000	17,208	
					Dhond and Manmad	1,776	2,000	7,500	2,000	
					Shadipalli-Jadapote Frontier	799	2,500	90,000	...	
					TOTAL	4,612,689	4,884,100	6,390,700	5,679,800	
					Deduct—Outlay met from debentures raised by the East Indian Railway Company	980,684	980,700	662,100	1,435,600	
					NET TOTAL	F 3,632,005	3,903,400	5,728,600	4,244,200	
PROVINCIAL.										
XXVI and 38.—STATE RAILWAYS.										
Gross Traffic Receipts and Working Expenses.										
748,066	...	...	...		Burma	...	...	...	380,000	
9,180	10,000	10,000	10,723		Jorhat	2,170	8,000	7,100	7,100	
2,608	2,600	800	571		Cherra-Companyganj	6,863	6,400	2,400	1,500	
448,259	...	...	...		Eastern Bengal	...	...	...	...	
18,373	18,000	18,000	21,165		Hyderabad-Shadipalli	14,640	12,000	18,800	12,500	
25,720	27,000	25,000	25,837		Mayavaram-Mutapet	14,083	15,000	17,000	15,000	
1,222,956	57,600	53,800	58,296	A	TOTAL	A 44,656	42,300	39,300	47,500	
Interest on debt.										
					India	...	...	...	216,000	
37.—CONSTRUCTION OF RAILWAYS.										
					Jorhat	702	1,500	3,100	6,000	
					Cherra-Companyganj	—465	—400	...	...	
					Mayavaram-Mutapet	2,761	2,800	3,400	1,000	
					Hyderabad-Shadipalli	794	800	800	...	
					TOTAL	F 3,792	4,700	7,300	14,000	

\* Includes 897 on account of interest on outlay by the Burma Railway Company from 1st September 1896.



REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1896-97.	1897-98.						Accounts, 1896-97.	1897-98.		
	Budget Estimate.	Revised Estimate.	Accounts.					Accounts.	Revised Estimate.	Budget Estimate.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40.—SUBSIDIZED COMPANIES— LAND AND SURVEY.					
					Dooars (land) . . . . .			...	...	—12
					Dibru-Sadiya (subsidy and audit) . . . . .		10,183	10,200	10,100	10,075
					TOTAL . . . . .	D	10,183	10,200	10,100	10,063
					41.—MISCELLANEOUS RAILWAY EXPENDITURE.					
					Mektila-Myingyan Survey . . . . .		305	500	...	...
					Bassain-Henzada Survey . . . . .		...	...	...	28
					Barai-Pandharper-Sangola Survey . . . . .		249	300	...	183
					TOTAL . . . . .	E	754	800	...	211
					* CAPITAL OF INDIAN RAILWAY COMPANIES.					
					State lines leased to Companies.					
					Assam-Bengal . . . . .		498,153	498,200	199,300	43,945
					Bengal Central (a) . . . . .		65,707	67,900	70,000	95,658
					Bengal-Nagpur . . . . .		1,846,815	1,940,000	2,128,400	1,579,240
					Indian Midland . . . . .		299,216	293,100	258,100	699,064
					Lucknow-Bareilly . . . . .		35,755	44,800	22,800	20,661
					Southern Mahratta . . . . .		69,139	74,300	154,700	74,882
					Mysore . . . . .		12,483	17,700	25,000	11,831
					Burma . . . . .		609,247	551,600	771,000	481,973
					TOTAL . . . . .		3,526,515	3,485,600	3,629,300	2,979,194
					Assisted Companies.					
					Ahmedabad-Parantij . . . . .		27,833	30,000	30,000	122,586
					South Behar . . . . .		245,225	276,000	326,500	213,352
					Bishnupetra-Sultanpur . . . . .		87,726	100,000	310,000	1,008
					Mymensingh-Jamalpur . . . . .		56,262	57,000	93,300	6,717
					Tapti Valley . . . . .		204,305	235,000	850,000	79,246
					Hardwar-Dehra . . . . .		36,526	38,000	...	...
					TOTAL . . . . .		687,937	736,000	1,609,800	322,908
					Guaranteed Companies.					
					Bombay, Baroda and Central India . . . . .		255,137	270,000	674,600	288,599
					Great Indian Peninsula . . . . .		152,805	140,400	359,700	—51,830
					Madras . . . . .		29,877	27,800	121,800	48,567
					TOTAL . . . . .		437,819	438,200	1,156,100	283,347

\* The figures entered under this head represent the actual Rupee outlay (actuals and estimates) expressed in Rx.  
(a) Although, for convenience, classed among State Railways, this line is the property of the Bengal Central Railway Company.

SIMLA;

Dated 6th April 1899.

A. R. BECHER,

Asst. Genl., P. W. Dept.



## SCHEDULE A.

*Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for the year 1897-98.*

L-INDIA	RECEIPTS.	EXPENSES.			NET RECEIPTS.			Capital outlay to 31st March 1898.	Percentage of net receipts on total Capital outlay to 31st March 1898.	Percentage of charges on receipts.
		Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.			
INFERIAL.										
East Indian	Rx. 5,300,000	Rx. 5,900,000	Rx. 5,884,181	Rx. 1,707,000	Rx. 1,679,276	Rx. 1,679,276	Rx. 3,620,917			
Surplus profits.	...	...	...	273,000	273,000	273,000	360			
East Indian Railway Company, including Exchange	300	300	360	...	...	...	360			
TOTAL EAST INDIAN	5,900,000	5,900,000	5,884,481	1,980,000	1,952,276	1,952,276	3,620,917			
Rajputana-Malwa, including Godhra-Ratlam-Nagda	2,450,000	1,950,000	1,974,470	981,000	950,930	950,930	981,426			
Surplus profits	...	...	...	54,000	50,114	50,114	8,113			
Bhopal	18,500	15,500	15,281	9,000	8,110	8,110	1,207			
Palampur-Decan	4,000	3,800	3,669	800	800	800	...			
Not receipts payable to the Palampur Darbar	...	...	...	...	...	...	...			
Wardha Coal	80,000	80,000	7,878,141	3,000,700	2,958,098	2,958,098	4,920,043			
Warora Colliery	42,000	52,000	55,200	14,400	14,032	14,032	38,168			
Umarda Colliery	600,000	580,000	58,900	40,000	39,593	39,593	12,407			
Bangal-Nagpur	...	500,000	615,311	310,000	317,083	317,083	189,918			
Wardha Coal	754,500	700,800	728,029	402,100	408,431	408,431	290,468			
Warora Colliery	760,000	845,000	869,276	447,500	502,102	502,102	366,974			
Umarda Colliery	...	...	...	...	16,600	16,600	...			
Bangal-Nagpur	760,000	845,000	869,276	447,500	515,000	515,000	366,974			
Assam-Bengal	1,300,000	1,000,000	1,000,551	260,000	260,000	260,000	16,790			
Eastern Bengal	1,300,000	1,000,000	1,000,551	260,000	260,000	260,000	16,790			
Bengal Central	95,000	1,300,000	1,570,213	608,000	666,422	666,422	682,291			
Bengal Company's share of net earnings	...	1,300,000	1,570,213	57,000	69,349	69,349	37,030			
Bengal and North-Western and Tirhoot	650,000	650,000	650,000	260,000	260,000	260,000	16,790			
Company's share of net earnings and contribution to Provident Fund	...	...	...	197,400	184,303	184,303	184,303			







**SCHEDULE A—concluded.**  
*Detailed Account of State Railways Gross Traffic Receipts and Working Expenses for 1897-98—concluded.*

	RECEIPTS.			EXPENSES.			NET RECEIPTS.			Capital outlay to 31st March 1898.	Percentage of net receipts on total Capital outlay to 31st March 1898.	Percentage of charges on receipts.
	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.	Budget Estimate.	Revised Estimate.	Accounts.			
I.—ASSAM												
PROVINCIAL												
Jorhat	10,000	10,000	24,723	2,100	8,000	8,170	2,900	2,000	2,553	Rz.	88	78 19
Cherra-Companyganj	2,600	800	571	2,400	6,400	6,863	000	—5,600	—5,922		—	—
II.—MADRAS												
Mysoream-Motupet	12,600	10,800	11,094	9,500	14,400	15,053	3,100	—3,600	—3,739		—	—
Hydrabad-Shadipalli	27,000	25,000	28,537	17,000	15,000	14,983	10,000	10,000	10,864		435	57 99
III.—BOMBAY												
Hydrabad-Shadipalli	18,000	18,000	21,165	12,800	12,000	14,640	5,200	5,100	6,595		535	69 16
TOTAL PROVINCIAL	57,600	53,800	58,996	39,500	49,500	44,656	18,300	11,500	13,640		727	76 60
GRAND TOTAL	18,035,700	18,095,000	19,044,595	9,007,300	9,893,100	9,301,309	8,056,400	9,605,900	9,843,383		514	48 31 (a) 45 75

Fig. including surplus profits paid to Government for working State lines and net earnings of their own companies paid to the Imperial and North-Western Railway Company.



# SCHEDULE B, GUARANTEED COMPANIES.

Statement of Revenue Transactions for the year 1897-98.

FINANCIAL HEAD.	ACCOUNTS, 1896-97.			BUDGET ESTIMATE, 1897-98.			REVISED ESTIMATE, 1897-98.			ACCOUNTS, 1897-98.		
	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.	Administrative.	Suspense.	Financial.
<b>XXVII—GUARANTEED RAILWAYS.</b>												
<b>Net Traffic Receipts.</b>												
<i>Payments into Treasury—</i>												
Madras Railway	1,102,583	156,475	1,259,058	1,090,000	160,000	1,250,000	1,140,000	160,000	1,300,000	1,138,830	170,533	1,318,363
Bombay, Baroda and Central India Railway	1,509,778	448,661	1,958,439	1,600,000	530,000	2,130,000	1,390,000	450,000	2,840,000	1,405,550	413,026	1,818,576
Great Indian Peninsula Railway	3,151,922	155,978	3,307,900	3,100,000	100,000	3,200,000	2,880,000	230,000	3,110,000	2,956,486	187,440	3,143,926
Total	5,764,283	761,114	6,525,397	5,790,000	790,000	6,580,000	5,410,000	840,000	6,250,000	5,590,866	779,999	6,370,865
<i>Withdrawals from Treasury—</i>												
Madras Railway	550,740	159,850	710,590	560,000	160,000	720,000	570,000	160,000	730,000	550,583	178,633	729,216
Bombay, Baroda and Central India Railway	716,246	435,898	1,152,144	800,000	530,000	1,330,000	770,000	450,000	1,220,000	768,933	416,787	1,205,720
Great Indian Peninsula Railway	1,764,030	244,099	2,008,129	1,750,000	150,000	1,900,000	1,860,000	280,000	2,140,000	1,873,688	270,819	2,144,507
Total	3,031,016	840,847	3,871,863	3,110,000	840,000	3,950,000	3,200,000	890,000	4,090,000	3,213,204	866,269	4,079,473
<i>Net Traffic Receipts—</i>												
Madras Railway	551,843	—2,775	549,068	530,000	...	530,000	570,000	...	570,000	588,247	900	589,147
Bombay, Baroda and Central India Railway	735,532	11,763	807,295	800,000	...	800,000	680,000	...	680,000	616,617	—3,707	612,810
Great Indian Peninsula Railway	1,957,922	—82,121	1,875,801	1,950,000	—50,000	1,900,000	1,880,000	—50,000	1,930,000	1,082,798	—83,409	1,946,199
Total	2,245,297	—70,133	2,175,164	2,380,000	—50,000	2,330,000	2,310,000	—50,000	2,260,000	2,287,662	—86,779	2,200,883



## SCHEDULE C.

39.—*Guaranteed Companies—Surplus Profits, etc., Land and Supervision, and Interest for the year 1897-98.*

PROVINCE OR RAILWAY.	Accounts, 1896-97.	Budget Estimate, 1897-98.	Revised Estimate, 1897-98.	Accounts, 1897-98.
<b>MOIETY OF SURPLUS PROFITS, ETC.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rx.</b>
Bombay, Baroda and Central India Railway . . . . .	220,930	157,600	107,200	100,645
Great Indian Peninsula Railway . . . . .	226,225	...	...	38
Madras Railway . . . . .	147	...	10,000	9,619
<b>TOTAL SURPLUS PROFITS, ETC.</b>	<b>447,302</b>	<b>157,600</b>	<b>117,200</b>	<b>110,302</b>
<b>LAND AND SUPERVISION.</b>				
India—(share of office of Director of Railway Construction) . . . . .	16,224	16,600	16,300	15,332
Central Provinces . . . . .	...	100	100	...
Burma . . . . .	...	7,000	6,000	5,800
Assam . . . . .	7,557	7,500	6,500	6,172
Bengal . . . . .	17,382	16,000	15,500	15,225
North-Western Provinces and Oudh . . . . .	18,336	18,100	16,000	16,024
Madras . . . . .	14,584	111,100	22,300	12,308
Bombay . . . . .	26,389	30,000	26,300	25,362
<b>Deduct—Amount recoverable from Companies on account of Government supervision . . . . .</b>	<b>100,472</b>	<b>226,400</b>	<b>109,000</b>	<b>96,223</b>
	<b>72,389</b>	<b>81,000</b>	<b>80,400</b>	<b>80,312</b>
<b>TOTAL LAND AND SUPERVISION . . . . .</b>	<b>28,083</b>	<b>145,400</b>	<b>28,600</b>	<b>15,911</b>
<b>TOTAL SURPLUS PROFITS, LAND AND SUPERVISION . . . . .</b>	<b>475,385</b>	<b>303,000</b>	<b>145,800</b>	<b>226,213</b>
<b>INTEREST.</b>				
<i>India.</i>				
Bombay, Baroda and Central India Railway . . . . .	5,617	5,100	4,300	4,354
Great Indian Peninsula Railway . . . . .	1,837	1,600	2,000	2,026
Madras Railway . . . . .	771	500	2,500	2,519
<b>TOTAL INDIA . . . . .</b>	<b>8,225</b>	<b>7,200</b>	<b>8,800</b>	<b>8,899</b>
<i>England.</i>				
Bombay, Baroda and Central India Railway . . . . .	430,340	2,169,400	2,154,800	433,271
Great Indian Peninsula Railway . . . . .	1,197,890			1,190,101
Madras Railway . . . . .	532,737			531,412
<b>TOTAL ENGLAND . . . . .</b>	<b>2,160,967</b>	<b>2,169,400</b>	<b>2,154,800</b>	<b>2,154,784</b>
<b>Exchange . . . . .</b>	<b>1,428,040</b>	<b>1,431,800</b>	<b>1,206,700</b>	<b>1,213,401</b>
<b>TOTAL INTEREST . . . . .</b>	<b>3,597,232</b>	<b>3,608,400</b>	<b>3,370,300</b>	<b>3,377,084</b>
<b>GRAND TOTAL . . . . .</b>	<b>4,072,617</b>	<b>3,911,400</b>	<b>3,516,100</b>	<b>3,503,297</b>



**SCHEDULE D.**  
**SUBSIDIZED RAILWAYS.**

*Statement of Repayments of Advances of interest for, and to end of, the year 1897-98.*

RAILWAYS.	DURING THE YEAR.				TO END OF THE YEAR.			
	India.	England.	Exchange.	TOTAL.	India.	England.	Exchange.	TOTAL.
	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central	...	...	...	...	...	8,817	...	10,786
Rohilkund-Kanoun	...	1,266	713	1,979	151	3,354	1,485	4,990
Mysore	12,990	...	...	12,990	336,125	...	...	336,125
<b>TOTAL</b>	<b>12,990</b>	<b>1,266</b>	<b>713</b>	<b>14,969</b>	<b>336,276</b>	<b>12,171</b>	<b>3,454</b>	<b>351,901</b>

*Statement of State Outlay for, and to the end of, the year 1897-98.*

RAILWAYS.	Subsidy.	Interest.	Land.	Miscellaneous.	Total Final Heads of Account.	England.	Exchange.	Grand Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>DURING THE YEAR.</b>								
<i>Imperial.</i>								
Bengal and North-Western	...	...	58,730	...	58,730	...	...	58,730
Mymensingh-Jamulpur	...	...	5,815	...	5,815	...	...	5,815
Brahmaputra-Sultanpur	...	...	2,482	...	2,482	...	...	2,482
Sagowlic-Ruksaul	...	...	4,158	...	4,158	...	...	4,158
South Behar	...	...	27,362	...	27,362	...	...	27,362
Southern Punjab	...	...	1,956	...	1,956	...	...	1,956
Nilgiri	...	...	1,037	...	1,037	...	...	1,037
Ahmedabad-Parantij	...	...	10	...	10	...	...	10
Tapti Valley	...	...	1,274	...	1,274	...	...	1,274
Barsi-Pandharpur-Sangola	...	...	753	...	753	...	...	753
<b>TOTAL IMPERIAL</b>	...	...	<b>103,577</b>	...	<b>103,577</b>	...	...	<b>103,577</b>
<i>Provincial.</i>								
Dibru-Sadiya	10,000	...	...	183	10,183	...	...	10,183
<b>GRAND TOTAL</b>	<b>10,000</b>	...	<b>103,577</b>	<b>183</b>	<b>113,760</b>	...	...	<b>113,760</b>
<b>TO END OF THE YEAR.</b>								
<i>Imperial.</i>								
Bengal Central	...	...	72,767	...	72,767	71,299	16,637	160,903
Bengal and North-Western	...	...	291,132	...	291,132	...	...	291,132
Mymensingh-Jamulpur	...	...	6,233	...	6,233	...	...	6,233
Brahmaputra-Sultanpur	...	...	2,482	...	2,482	...	...	2,482
Sagowlic-Ruksaul	...	...	4,858	...	4,858	...	...	4,858
South Behar	...	...	29,399	...	29,399	...	...	29,399
Rohilkund-Kanoun	...	...	...	...	...	10,869	2,583	13,452
Delhi-Umballa-Kalka	...	...	54,487	...	54,487	...	...	54,487
Southern Punjab	...	...	25,071	...	25,071	...	...	25,071
Nilgiri	...	5,612	16,405	...	22,017	...	...	22,017
Ahmedabad-Parantij	...	...	6,762	...	6,762	...	...	6,762
Tapti Valley	...	...	1,706	...	1,706	...	...	1,706
Barsi-Pandharpur-Sangola	...	...	753	...	753	...	...	753
<b>TOTAL IMPERIAL</b>	...	<b>5,612</b>	<b>512,055</b>	...	<b>517,667</b>	<b>82,168</b>	<b>19,220</b>	<b>619,055</b>
<i>Provincial.</i>								
Donors	...	...	3,020	...	3,020	...	...	3,020
Tankasur	...	...	14,151	...	14,151	...	...	14,151
Dibru Sadiya	135,277	...	...	3,214	138,491	...	...	138,491
Rohilkund-Kanoun	40,000	...	3,415	...	43,415	...	...	43,415
Deoghur	...	...	919	...	919	...	...	(a) 919
<b>TOTAL PROVINCIAL</b>	<b>175,277</b>	...	<b>21,505</b>	<b>3,214</b>	<b>199,996</b>	...	...	<b>199,996</b>
<b>GRAND TOTAL</b>	<b>175,277</b>	<b>5,612</b>	<b>533,560</b>	<b>3,214</b>	<b>717,663</b>	<b>82,168</b>	<b>19,220</b>	<b>819,051</b>

(a) In the detailed statement of the accounts, Rs. 99 of the expenditure on the Deoghur Railway has been classified under the head of Miscellaneous Railway Expenditure, and a write-back of Rs. 99 under the head 40.—Subsidized Railways, Land, &c. For convenience the whole has been shown in this report.



## SCHEDULE E.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of Outlay for, and to the end of, the year 1897-98.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
IMPERIAL.		Rx.	Rx.	Rx.
I.—INDIA	Surplus Establishment and Miscellaneous Charges	8,804	143,811	154,615
	Establishment of the Director of Railway Construction (share of).	15,332	249,354	264,686
	Fort Store-keeper's Establishment . . . .	2,439	93,377	95,816
	Godhra-Baroda Survey . . . . .	—4	789	785
	Rutlam-Bara Survey . . . . .	1	8,476	8,477
	Chambal-Muttra Survey . . . . .	...	4,934	4,934
	Peshpura-Umarkot Survey . . . . .	...	4,233	4,233
	Shadipalli-Balotra Survey . . . . .	...	(a) 3,554	3,554
	Indirect Charges . . . . .	...	13,444	13,444
	Preparation of project for conversion or doubling of Rajputana-Malwa Railway (project abandoned).	...	1,676	1,676
	Bhopal Survey (project abandoned) . . . .	...	5,335	5,335
	Ajmere-Bhawulpur Survey (project abandoned) .	...	2,327	2,327
	Great Western of India Railway Survey (project abandoned).	...	2,857	2,857
	Stores issued without charge to Nizam's Railway	...	761	761
	Bhimalk Desert S survey (project abandoned) .	...	8,310	8,310
	Ujjain-Bhopal Survey (project abandoned) . .	...	822	822
		96,172	546,060	572,232
II.—CENTRAL PROVINCES.	Satpura Railway Survey . . . . .	2,323	...	2,323
	Bina-Guna Railway (land) . . . . .	...	430	430
	Sambalpur-Kurda Survey . . . . .	...	10,839	10,839
	Rajpur-Sonpur Survey . . . . .	...	597	597
	Raj-Nandgaon-Warangal Survey . . . . .	...	886	886
	Nagpur-Saugor Survey (project abandoned) . .	...	1,427	1,427
	Wardha Coal Extension Survey (project abandoned).	...	2,304	2,304
	Jabalpur-Nagpur Survey (project abandoned) .	...	1,370	1,370
III.—BURMA		2,323	17,853	20,176
	Myinmu-Monywa Survey . . . . .	152	...	152
	Assam-Burma Connection Survey . . . . .	...	25,297	25,297
	Meiktila-Myingyan Survey . . . . .	...	562	562
	Meiktila-Myingyan (land) . . . . .	4,839	1,815	6,674
	Thedaw-Myingyan Survey . . . . .	...	(b) 5,048	5,048
	Chittagong-Akyab-Mishla Survey . . . . .	...	20,213	20,213
	Chindwin Survey (project abandoned) . . . .	...	2,616	2,616
IV.—ASSAM		5,012	55,551	60,563
	Assam-Bengal-Lakhimpur Survey . . . . .	...	552	552
	Sibsagar Coal Line Survey (project abandoned)	...	3,399	3,399
	Garo Hills Reconnaissance (project abandoned) .	...	414	414
	Assam Extension Survey (project abandoned) .	...	9,110	9,110
Carried forward		33,506	692,939	686,445

(a) Outlay to end of 1896-97 . . . . . Rx.  
Transferred to construction account . . . . . 1,877

(b) Re-transferred from construction account.

3,554



## SCHEDULE E—continued.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1897-98—continued.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rx.	Rx.	Rx.
Brought forward		33,506	634,939	666,445
IMPERIAL—contd.				
Kachia-Dhubri-Gachati Survey . . . . .		2,815	414	3,229
Northern Bengal-Assam connection Survey . . . . .		...	5,101	5,101
Singhia-Madani-pore-Chandpore Survey . . . . .		610	4,273	5,143
Midnapur-Jherria and Ranchi Plateau Surveys . . . . .		5,200	...	5,200
Barun-Daltonganj Survey . . . . .		3,836	...	3,836
Shikarpur-Munshiganj Survey . . . . .		47	...	47
Benares-Pari Survey . . . . .		—3,205	77,242	73,947
Rongpore-Dhubri Survey . . . . .		...	3,054	3,054
Moghal Serai-Howrah Survey . . . . .		—7,306	40,362	33,056
Cuttack-Midnapur-Calcutta Survey . . . . .		—19,206	19,206	...
VII.—BENGAL	Mymensing-Saraiganj Survey . . . . .	...	539	539
	Bogra-Kaliganj Survey . . . . .	—703	763	...
	Cooch Behar-Santabari Survey . . . . .	—222	(a) 222	...
	Eastern Bengal Railway Extensions and Branches . . . . .	—2	2,371	2,369
	Mahanadi Bridge Survey . . . . .	—2,890	2,890	...
	Ranaghat-Bhagwanga-Raiganj Survey . . . . .	4,266	2,543	6,809
	Faridpur-Sanjhia-Rampur Bauleah Survey . . . . .	50	318	358
	Sakri-Jainagar and Boiraghia-Bagaha Surveys . . . . .	2,763	1,360	4,123
	Kissenganj-Kotechandpur-Magara Survey . . . . .	605	...	605
	Sakri-Jainagar Branch (land) . . . . .	2,037	...	2,037
	Bettiah-Bagaha Extension (land) . . . . .	599	...	599
	Western Bengal Survey (project abandoned) . . . . .	...	11,888	11,888
		—10,457	170,498	169,041
VI.—NORTH-WESTERN PROVINCES AND OUDH.	Harpalpur-Rath-Nowgong Survey . . . . .	13	102	115
	Anila-Budaon Survey . . . . .	...	230	230
	Ghasiabadi-Moradabad Survey . . . . .	1	9,393	9,394
	Rampur-Ramnagar Survey . . . . .	...	416	416
	Barilly-Soron Survey . . . . .	...	2,629	2,629
	Agm-Delhi Chord Line Survey . . . . .	...	(b)	...
	Dehra-Dun Survey . . . . .	...	1,000	1,000
	Hurdwar-Dehra Survey . . . . .	—811	811	...
		—797	14,583	13,786
VII.—PUNJAB	Nowshera-Dargai Survey . . . . .	1,256	...	1,256
	Tochi Pass Reconnaissance . . . . .	...	638	638
	Ludhiana-Ferozepore Survey . . . . .	...	2,084	2,084
	Banna Railway Survey . . . . .	...	12,669	12,669
	Jungebahi-Tatta Survey . . . . .	...	648	648
	Kalka-Simla Survey . . . . .	...	21,776	21,776
	† Umballa-Kalka-Simla Surveys . . . . .	...	8,984	8,984
	Kashmir Railway Surveys . . . . .	—7,674	33,184	25,510
	Zhob Valley Survey . . . . .	...	40,206	40,206
	Rewari-Kuchaman Survey . . . . .	2,558	...	2,558
	Peshawar-Dhakka Survey . . . . .	...	4,645	4,645
	Abt Material and Engine Suspense Account . . . . .	—11,782	43,668	31,886
	Peshawar-Jamrood Survey . . . . .	...	613	613
	Dera Ismail Khan-Murtaza Survey . . . . .	...	2,000	2,000
	Delhi-Minchinabad Survey . . . . .	...	12,384	12,384
	Bhatinda-Samayata Survey . . . . .	...	4,053	4,053
	Umballa-Patials Survey . . . . .	...	574	574
	Hoshiarpur-Jullunder-Kaporthala Survey . . . . .	...	619	619
	Sukkar-Shikarpur Survey . . . . .	570	403	1,033
	Ludhiana-Ubri-Jakhali Survey . . . . .	2,651	1,052	3,703
	Frontier Railway Reserve Material . . . . .	619	2,293	2,912
	Indus Valley Eastern Extension Survey (project abandoned) . . . . .	...	7,025	7,025
	Kach-Quetta Survey (project abandoned) . . . . .	...	1,815	1,815
	Bolan Permanent Line Survey (project abandoned) . . . . .	...	15,487	15,487
	Khatian-Baber Kach Survey (project abandoned) . . . . .	...	2,160	2,160
	Kohala Survey (project abandoned) . . . . .	...	238	238
		—11,802	219,377	207,575
Carried forward		10,450	1,032,307	1,049,847

\* Expenditure previous to 1887-88 (Rs. 5,262) classified as Provincial.

† See also Provincial.

	(a)	(b)
Outlay to end of 1896-97	522	3,164
Transferred to construction account	300	3,264
	822	...



SCHEDULE *Ex-continued.*

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

*Statement of outlay for, and to the end of, the year 1897-98—continued.*

SURVEYS, &c.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rs. 10,450	Rs. 1,039,397	Rs. 1,049,847
Brought forward				
IMPERIAL— <i>contd.</i>				
VIII.—MADRAS	Madura-Pamban Survey . . . . .	1	4,365	4,366
	Kurnool Branch Survey . . . . .	...	667	667
	Arslkere-Mangalore Survey . . . . .	—345	18,407	18,062
	Shoranur-Cochin Survey . . . . .	171	2,645	2,816
	Cannanore-Calicut Survey* . . . . .	—3,090	3,090	...
	Vizianagram-Parvatipur Survey . . . . .	...	2,911	2,911
	Vizianagram-Raipur Survey . . . . .	3,594	...	3,594
	Peralam-Karikal Railway (land) . . . . .	...	1,766	1,766
	South Indian Railway Extension Survey (project abandoned). . . . .	...	1,045	1,045
	Tinnevely-Quilon Survey (project abandoned) . . . . .	...	425	425
		2,331	35,321	37,652
	Bombay-Sind Connection Survey . . . . .	2,197	...	2,197
IX.—BOMBAY.	Nasrabad-Kekri Survey . . . . .	...	202	202
	Hyderabad-Godavari Valley Railway (land) . . . . .	495	...	495
	Rajpura Railway (land) . . . . .	2	721	723
	Mehana-Vinangam Railway (land) . . . . .	...	2,316	2,316
	Anand-Petlad Railway (land) . . . . .	...	3,593	3,593
	Bhavnagar-Gondal Railway (land) . . . . .	...	2,633	2,633
	Aden Railway Survey (project abandoned) . . . . .	...	635	635
	Karwar-Habli Survey (project abandoned) . . . . .	...	†56,887	56,887
		2,604	66,987	69,591
TOTAL IMPERIAL		15,475	1,041,705	1,057,180
PROVINCIAL				
I.—BURMA	Bassain-Henada Survey . . . . .	...	2,384	2,384
	Mektila-Myingyan Survey . . . . .	505	...	505
		505	2,384	2,889
I.—BENGAL	Bultapur-Bogra Survey . . . . .	...	120	120
	*Rangpur-Dhubri Survey . . . . .	...	5,262	5,262
	Western Bengal Survey (project abandoned) . . . . .	...	7,519	7,519
	Tarkwan Survey (project abandoned) . . . . .	...	1,723	1,723
	Howrah-Ampta Survey (project abandoned) . . . . .	...	510	510
	Bakri-Joyruggur Survey (project abandoned) . . . . .	...	325	325
	Mosufferpore-Sitamarhi Survey (project abandoned) . . . . .	...	2,111	2,111
	Share of Secretariat Establishment . . . . .	...	64,129	64,129
		...	81,699	81,699
Carried forward		505	24,083	24,588

\* Expenditure from 1887-88 classified under Imperial.

† Includes Rs. 3,159 expenditure incurred in England.



## SCHEDULE E—concluded.

## 41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1897-98—concluded.

SURVEYS, ETC.		Outlay for the year 1897-98.	Outlay to end of previous year.	Outlay to end of 1897-98.
		Rs. 505	Rs. 84,083	Rs. 84,588
PROVINCIAL—contd.				
III.—NORTH-WESTERN PROVINCES AND ODISH.	Brought forward			
	Hardwar-Dehra Dun Survey . . . . .	...	777	777
	Cawnpore-Kalpi Survey (project abandoned) . . . . .	...	2,590	2,590
	Sitapore-Philibhit Survey (project abandoned) . . . . .	...	2,298	2,298
	Mau-Ranipur Survey (project abandoned) . . . . .	...	7,192	7,192
	Moradabad Survey (project abandoned) . . . . .	...	1,948	1,948
	Gonda Survey (project abandoned) . . . . .	...	2,611	2,611
	Jaunpore Survey (project abandoned) . . . . .	...	3,348	3,348
	Gorakhpore Survey (project abandoned) . . . . .	...	4,272	4,272
		...	25,036	25,036
IV.—PUNJAB . . . . .	Bhatinda-Bhawālpore Survey . . . . .	...	3,816	3,816
	* Umballa-Kalka-Simla Survey . . . . .	...	4,202	4,202
	Rajpura-Patiala (Bhatinda Extension) (land) . . . . .	...	813	813
	Rawalpindi-Murree Survey (project abandoned) . . . . .	...	2,649	2,649
	Jullundur-Hoshiarpur Survey (project abandoned) . . . . .	...	47	47
		...	11,527	11,527
V.—MADRAS . . . . .	West Coast Survey . . . . .	...	637	637
	Bezwada-Maunilpatam Survey . . . . .	...	227	227
	Nanjangod-Gudalur Survey . . . . .	...	93	93
	Neilore-Guntur Survey . . . . .	...	1,783	1,783
	Madras-Gudur Survey . . . . .	...	955	955
	Palghat-Kurapatam Survey . . . . .	...	1,286	1,286
	Palghat-Dindigul Survey . . . . .	...	1,631	1,631
	Madura-Pamban Survey . . . . .	...	2,748	2,748
	Porto Novo-Salem Survey . . . . .	...	3,298	3,298
	Registration of Road Traffic . . . . .	...	1,464	1,464
	Bimilpatam Survey . . . . .	...	106	106
	Beypore-Calicut Survey (project abandoned) . . . . .	...	1,191	1,191
		...	16,019	16,019
VI.—BOMBAY . . . . .	Barsi-Pandharpur-Sangola Survey . . . . .	249	183	432
	Ahmedabad-Parantij Survey . . . . .	...	273	273
	Nadiad-Kapadvanj Survey . . . . .	...	215	215
	Bombay Provincial Surveys . . . . .	...	10,033	10,033
		249	10,704	10,953
TOTAL PROVINCIAL		754	147,369	148,123
GRAND TOTAL		16,229	1,289,274	1,305,503

\* See also Imperial.



## SCHEDULE F.

## Statement of Capital outlay for the year 1897-98.

RAILWAY.	Final heads of Account.	SUSPENSE Accounts.	GRAND TOTAL.	Deduct— Receipts on Capital Account.	Net Expen- diture.	Deduct— Debts to the Indian banks by credits to "Expendi- ture in Eng- land" for value of Eng- lish stores received and other items charged off in England.	Net Indian Outlay.	CLASSIFICATION OF TOTAL OUTLAY.			
								34.—Con- struction of Protective Railways.	37.—Con- struction of Railways (charged against Revenue in addition to that under Famine in- surance).	48.—Capital Expenditure on State Railways not charged against Revenue.	Outlay from deben- tures raised through Compe- nies.
I.—INDIA	IMPERIAL—  East Indian Rajputana-Malwa System Gondar-Rellam-Nagda Bhopal Punjab-Deesa Secretary of State State Railway Stores Reserve	Rx.	Rx.	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.	Rx.
		1,102,478	186,362	421	1,289,419	...	1,289,419	...	...	308,735	980,684
		29,966	—28,474	...	1,404	...	1,404	...	...	1,404	...
		11,239	...	...	11,239	...	11,239	...	...	11,239	...
		2,124	...	...	2,124	...	2,124	...	...	2,124	...
		2	...	...	2	...	2	...	...	2	...
		...	—51,438	...	—51,438	—51,438	...	...	...	—51,438	...
		...	—35,825	...	—35,825	65,337	—101,662	...	...	—35,825	...
		...	...	...	...	...	...	...	...	...	...
		1,146,809	70,825	421	1,217,013	11,890	1,203,114	...	...	256,329	980,684
II.—CENTRAL PROVINCES.	Wardha Coal Warora Colliery Umarda Colliery	...	...	...	...	...	...	...	...	...	...
		185	—7,288	...	—7,603	836	—8,439	...	...	—7,603	...
		864	1,669	...	2,533	2,136	397	...	...	2,533	...
III.—BUREA . . . . .	Beras . . . . .	1,040	—6,119	...	—5,079	2,072	—3,043	...	...	—5,079	...
		...	—175,714	...	—175,714	...	—175,714	...	...	—175,714	...
		...	...	...	...	...	...	...	...	...	...
IV.—ASSAM . . . . .	Assam-Bengal, Part I Do, Part II	21,589	—4	...	21,585	...	21,585	...	...	21,585	...
		674,387	—11,709	...	662,678	...	662,678	...	...	662,678	...
		695,976	—11,713	...	684,263	...	684,263	...	...	684,263	...







## SCHEDULE F—concluded.

## Statement of Capital Outlay for the year 1897-98—concluded.

	Fund heads of Account.	Surplus Amount.	GRAND TOTAL.	Deduct— Receipts on Capital Account.	Net Expenditure.	Deduct— Debts to the Indian books by credits to Expenditure in England for value of English stores received and other debts charged off in England.	Net Indian Outlay.	CLASSIFICATION OF TOTAL OUTLAY.			
								34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Finance Insurance).	48.—Capital Expenditure on State Railways not charged against Revenue.	Outlay not debited from the Company's balance.
	Rs.	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.
RAILWAYS.	1,899	—1,207	700	...	700	...	700	...	700	...	...
	80	...	80	485	—485	...	—485	...	—485	...	...
	2,019	—1,207	720	485	207	...	207	...	207	...	...
PROVINCIAL.	2,761	...	2,761	...	2,761	...	2,761	...	2,761	...	...
	794	...	794	...	794	...	794	...	794	...	...
	5,574	—1,207	6,777	485	2,790	...	2,790	...	2,790	...	...
TOTAL PROVINCIAL		—1,207	4,600,998	4,487	4,516,481	800,010	3,807,471	...	3,790	3,532,005	950,084
GRAND TOTAL		5,015,573	4,600,998	4,487	4,516,481	800,010	3,807,471	...	3,790	3,532,005	950,084



## SCHEDULE G.

## Statement of Capital Outlay from commencement of operations to the end of the year 1897-98.

RAILWAYS.	Final heads of Account.	Debit—Value of stores received from Guaranteed Companies on purchase of land by the State.	Sinking Account.	GRAND TOTAL.	Debit—Receipts on Capital Account.	Net Expenditure.	Debit—Value to the Indian Loans by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian outlay.	34—Construction of Protective Railways.	37—Construction of Railways charged against Revenue in addition to that under Finance Insurance).	Other expenditure on construction charged against Revenue, including exchange prior to 1884-85.	48—Capital expenditure on State Railways not charged against Revenue.	52—Capital charges involved in redemption of liabilities.	Outlay not from debentures raised through Companies.
		Rs.	Rs.	Rs.	Rs.	Rs.	£	Rs.	Rs.	Rs.	Rs.	Rs.	£	Rs.
I.—INDIA.	Imperial.													
	East Indian.	18,901,670	2,67,251	18,661,100	154,800	18,471,300	12,012,705	64,26,683	...	...	16,739	3,223,108	12,013,440	2,688,083
	Rajputana-Malwa System.	12,505,079	...	12,337,068	27,665	12,355,433	2,664,405	10,470,358	1,004,504	...	59,685	11,530,324	...	...
	Godhra-Ratham-Nagda.	1,751,592	...	1,751,592	1,108	1,750,484	...	1,750,484	...	...	14,066	1,736,353	...	...
	Pilani-Pur-Dewar.	41,887	...	41,887	(a) 16,900	25,377	...	25,377	...	131,057	396	23,131	...	...
II.—CENTRAL PROVINCES.	Bhopal.	277,124	...	277,124	...	277,124	...	277,124	...	...	...	103,656	...	...
	Secretary of State.	...	...	...	...	...	...	...	...	...	...	23,482	...	...
	State Railway Board.	2,595	...	2,595	...	2,595	...	2,595	...	...	769	14,091	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
III.—BOMBAY.	Wardha Coal.	500,687	...	500,687	...	500,687	...	500,687	...	...	...	413,750	...	...
	Wardha Colliery.	141,574	...	141,574	...	141,574	...	141,574	...	...	...	185,669	...	...
	Wardha Colliery.	108,251	...	108,251	...	108,251	...	108,251	...	...	...	119,128	...	...
	Nagpur-Chhatrapur.	65,704	...	65,704	...	65,704	...	65,704	...	...	...	65,703	...	...
	Depreciation Account.	7,315	...	7,315	...	7,315	...	7,315	...	...	...	...	...	...
IV.—ASSAM.	Bilapuri-Kawab.	866,731	...	866,731	...	866,731	...	866,731	...	...	...	773,648	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
V.—ARUNACHAL PRADESH.	Assam-Bengal, Part I.	231,851	...	231,851	...	231,851	...	231,851	...	...	...	231,850	...	...
	Do, Part II.	2,576,928	...	2,576,928	...	2,576,928	...	2,576,928	...	...	...	2,576,928	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Carried over		44,682,512	2,67,251	45,769,071	228,822	45,540,249	20,287,378	25,252,871	1,242,596	131,057	867,951	28,567,126	19,013,440	2,688,083

(a) Contribution by Palanpur Durbar.  
 (b) Excludes Rs. 5,048 re-transferred to 41—Imperial.



SCHEDULE G—concluded.  
Statement of Capital Outlay from commencement of operations to the end of the year 1897-98—concluded.

RAILWAYS.	CLASSIFICATION OF TOTAL OUTLAY.													
	Paid heads of Account.	Deduct—Value of stores received from Government on purchase of lines by the State.	Suspense Accounts.	Gross Total.	Deduct—Receipts on Capital Account.	Net Expenditure.	Deduct—Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England.	Net Indian Outlay.	34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	Other expenditure on construction charged against Revenue including exchange prior to 1884-85.	48.—Capital expenditure on State Railways not charged against Revenue.	51.—Capital charges involved in re-destruction of liabilities.	Outlay met from debentures raised through Companies.
	Ru.	Rz.	Rz.	Rz.	Rz.	Rz.	£	Rz.	Rz.	Rz.	Rz.	Rz.	£	Rz.
Brought forward	44,682,812	848,751	1,035,080	45,756,941	228,222	45,528,719	30,287,378	25,251,341	1,022,522	131,987	867,951	28,567,186	18,013,440	2,688,083
V.—BENGAL.  Imperial—continued. Ranpur-Dhubri (Teesta-Bridge). Cooch Behar-Santabari. Rajbari-Faridpur. Eastern Bengal. Tirhoot. Tirhoot Extensions. Rangghat-Bhagwanpore.	30,847	...	...	30,847	...	30,847	...	10,847	...	...	...	10,847	...	...
	8022	...	...	8022	...	8022	...	8022	...	...	300	7722	...	...
	50,869	...	...	50,869	...	50,869	...	50,869	...	...	...	7539,957	...	...
	9,486,481	72,288	322,637	9,716,410	51,008	9,665,402	4,437,066	5,228,336	242,905	97,251	214,455	2,287,132	1,569,784	...
	4,604,919	...	12,16,847	5,621,766	9,290	5,612,476	479,230	2,132,246	186,001	...	139,074	601,080	...	...
	373,317	...	231,458	604,775	270	604,430	...	604,430	...	...	6,661	20,643	...	...
	30,271	...	...	30,271	...	30,271	...	30,271	...	...	...	10,527,250	1,569,784	...
	12,590,736	72,288	570,582	13,048,530	61,403	12,987,127	4,617,062	8,370,075	429,056	97,251	357,786	...	...	...
VI.—NORTH-WESTERN PROVINCES AND OUDH.  Oudh and Rohilkhand. Rae Bareilly-Benares. Agra-Delhi Chord. Lucknow-Bareilly.	12,011,590	330,205	220,084	11,902,160	17,275	11,884,885	7,134,032	740,562	...	...	4,680	1,543,756	10,336,049	...
	758,655	...	3,970	762,625	143	762,482	129,451	613,031	...	...	5,284	757,108	...	...
	57,094	...	...	57,094	...	57,094	...	57,094	...	...	7,060	145,808	...	...
	13,289,634	330,205	224,654	13,184,183	18,800	13,165,383	17,287,335	1,883,948	...	358,346	21,097	2,449,791	10,336,049	...
VII.—PUNJAB.  Jallunder-Hoshiarpur. Ludhiana-Perozepore. North-Western. Kotli-Kohri. Do. Indus Bridge. Mara-Attock. Lyallpur-Khanewal. Peshawar Operations. Baluchistan. Frontier. Rampur Material. Peshawar Railway. Rohatki Material.	1,551	...	...	1,551	...	1,551	...	1,551	...	...	...	1,551	...	...
	2,831	...	...	2,831	...	2,831	...	2,831	...	...	...	2,831	...	...
	39,120,238	453,665	760,722	39,922,315	215,688	39,706,627	13,077,225	25,164,302	...	4,775,792	864,375	28,485,139	4,911,621	...
	1,208,670	...	756	1,209,426	...	1,209,426	...	1,209,426	...	...	...	1,208,670	...	...
	1,274,476	...	42,133	1,316,609	...	1,316,609	...	1,316,609	...	...	...	1,316,609	...	...
	1,274,476	...	100,500	1,374,976	...	1,374,976	...	1,374,976	...	...	...	1,374,976	...	...
	31,704	...	99,664	31,704	...	31,704	...	31,704	...	...	...	31,704	...	...
	11,220	...	...	11,220	...	11,220	...	11,220	...	...	...	11,220	...	...
	3,344	...	435,773	439,117	...	439,117	...	439,117	...	303,046	...	1,061,067	...	...
	...	...	36,776	36,776	...	36,776	...	36,776	...	...	...	36,776	...	...
	41,385,578	483,665	7,470,224	42,159,427	255,134	41,904,293	14,730,816	27,173,477	...	5,112,840	903,011	31,922,631	4,911,621	...











## SCHEDULE I.

Statements showing the Financial Results to the State of lines in the hands of Companies other than the old Guaranteed Companies.

## BENGAL CENTRAL RAILWAY.

YEAR.	INTEREST PAID IN ENGLAND.					Net Traffic receipts accruing to Government (b).	Charge to the State (c-d).
	Sterling payments.	Deduct—Repayments by Company to the Secretary of State in England.	Net charge to State.	Rate of exchange.	Equivalent in Indian currency expressed in Rs. (a).		
	£	£	£	s. d.	Rs.	Rs.	Rs.
1881-82	4,391	2,390	2,011	7 895	2,426	—	2,426
1882-83	13,320	3,680	9,640	7 522	11,851	—	11,851
1883-84	24,003	2,643	21,358	7 536	26,238	—	26,238
1884-85	29,675	202	29,473	7 308	36,035	—	36,035
1885-86	24,802	—	24,802	6 254 1241	32,609	—585	33,194
1886-87	31,448	—	31,448	5 441 03006	43,275	—8,776	52,051
1887-88	32,542	—	32,542	4 698 913 17	46,216	7,026	38,290
1888-89	35,025	—	35,025	4 379 0907	52,201	21,242	30,959
1889-90	34,709	35	34,674	4 585 987 18	50,234	27,343	22,891
1890-91	33,750	—	33,750	6 089 30408	44,778	24,784	19,994
1891-92	33,750	—	33,750	4 733 338 12	48,407	19,110	29,297
1892-93	31,750	—	31,750	2 984 777 85	51,055	24,198	26,857
1893-94	33,750	—	33,750	2 546 64222	55,683	22,996	32,687
1894-95	33,750	—	33,750	1 700 54948	61,870	25,944	35,926
1895-96	33,750	—	33,750	1 638 14874	59,392	32,451	26,941
1896-97	33,750	—	33,750	2 450 57491	56,953	24,227	31,726
1897-98	33,750	—	33,750	3 353 91005	52,756	37,030	15,726
TOTAL	500,425	8,652	491,773	...	734,639	257,970	476,669

\* The Finance and Revenue Accounts of the Government of India show the net charge only, and do not exhibit any amount under repayments.

## BENGAL NAGPUR RAILWAY.

YEAR.	INTEREST.					Net Traffic receipts accruing to Government (b).	Charge to the State (a-b).
	Amount charged in India.	AMOUNT PAID IN ENGLAND.			Total interest, England and India, expressed in Rs. (a).		
		Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rs.			
	Rs.	£ s.	s. d.	Rs.	Rs.	Rs.	Rs.
1887-88	...	82,563	1	4 808 913 17	117,257	117,257	50,716
1888-89	19,415	161,893	1	4 379 090 7	236,340	255,755	76,459
1889-90	19,415	190,091	1	4 565 987 18	275,394	294,809	70,681
1890-91	19,415	225,570	1	6 089 304 08	303,256	322,671	81,510
1891-92	19,415	249,250	1	4 733 338 12	357,489	376,904	114,280
1892-93	19,415	252,500	1	2 984 777 85	404,410	423,825	102,057
1893-94	19,415	259,624	1	2 546 642 22	428,344	447,759	131,185
1894-95	19,415	260,950	1	1 700 549 48	478,056	497,471	144,359
1895-96	19,730	254,700	1	1 638 148 74	448,213	467,943	138,394
1896-97	36,869	260,950	1	2 450 574 91	433,395	470,264	260,178
1897-98	73,667	271,974	1	3 353 910 05	425,128	498,795	298,228
TOTAL	266,171	2,479,485	...	...	3,907,282	4,173,453	2,451,747
							1,721,706

## INDIAN MIDLAND RAILWAY.

YEAR.	INTEREST.					Net Traffic receipts accruing to Government (b).	Charge to the State (c-d).
	Amount charged in India.	Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rs.	Total interest, England and India, expressed in Rs. (a).		
	Rs.	£	s. d.	Rs.	Rs.	Rs.	Rs.
1883-86	—	22,263	6 254 1241	29,271	29,271	—	29,271
1886-87	—	110,323	5 441 03006	131,811	131,811	1,035	130,776
1887-88	—	118,253	4 808 913 17	167,943	167,943	10,465	157,478
1888-89	—	170,293	4 379 0907	249,528	249,528	38,612	210,916
1889-90	2,050†	218,654	4 565 987 18	316,775	318,825	80,614	238,211
1890-91	—	242,601	6 089 30408	321,951	321,951	77,761	244,190
1891-92	—	249,268	4 733 338 12	357,514	357,514	168,452	189,062
1892-93	—	253,441	2 984 777 85	405,918	405,918	132,668	273,250
1893-94	—	255,741	2 546 64222	421,906	421,906	146,712	275,194
1894-95	—	255,221	1 700 54948	463,897	463,897	227,244	236,653
1895-96	182	251,970	1 638 14874	443,409	443,591	169,615	273,976
1896-97	4,109	253,149	2 450 57491	420,438	424,747	195,776	228,971
1897-98	14,947	251,743	3 353 91005	303,504	408,451	256,070	152,381
TOTAL	21,486	2,650,959	...	4,143,865	4,165,353	1,524,699	2,640,654

† Interest on overdrawn capital.



## SCHEDULE 1—continued.

## SOUTHERN MAHRATTA RAILWAY.

YEAR.	INTEREST.						Net Traffic receipts accruing to Government (b).	Charge to the State (c—d).
	On outlay by Government on the Bellary-Kistna Railway.	Paid in India.	AMOUNT PAID IN ENGLAND.			Total interest, England and India, expressed in Rs. (e).		
			Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rs.			
Rx.	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1883-84	40	32,950	...	...	...	32,992	...	32,992
1884-85	1,916	85,196	...	...	...	87,112	—05	87,407
1885-86	11,255	118,170	...	...	...	129,425	61	129,364
1886-87	26,931	289	148,821	1	0 25 41 241	195,665	22,685	21,516
1887-88	49,218	347	153,860	1	5 44 10 3006	211,722	254,287	56,721
1888-89	57,758	378	187,579	1	4 89 29 1317	266,401	324,537	101,648
1889-90	66,159	288	219,271	1	4 37 90 907	321,293	387,770	100,842
1890-91	66,200	...	231,660	1	4 56 35 8718	335,017	401,821	76,604
1891-92	66,259	...	239,122	1	6 08 93 1408	317,255	383,514	120,421
1892-93	66,300	...	229,410	1	4 73 33 3812	329,034	395,334	126,307
1893-94	66,303	...	220,704	1	2 94 47 7785	353,485	419,710	139,407
1894-95	66,310	...	222,399	1	2 54 66 4222	360,928	432,138	148,496
1895-96	66,310	...	223,010	1	1 10 65 4948	408,250	474,860	160,910
1896-97	66,312	...	221,735	1	1 63 81 4874	390,203	456,515	219,592
1897-98	66,314	...	221,735	1	2 45 05 7491	368,265	434,579	210,987
1897-98	66,314	...	222,899	1	3 35 39 1005	348,418	414,732	179,601
TOTAL	802,939	237,818	2,742,205	...	4,912,836	5,253,593	1,663,318	3,590,275

NOTE.—The interest on the capital expended by Government prior to handing the line over to the Company, amounting to Rx. 26,412, is not included in the above statement.

\*Net receipts after deducting the net loss (Rx. 2,338) on the working of the Bellary-Kistna Railway from July to December 1887.

## MYSORE RAILWAY.

YEAR.	INTEREST PAID IN ENGLAND.			Net Traffic receipts accruing to Government (b).	Amounts recovered from the Mysore Darbar (c).	Charge to the State (a - (b + c) ).
	Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rs. (a).			
	£	s.	d.	Rs.	Rs.	Rs.
1886-87	48,000	1	5 44 10 3006	66,051	17,257	1,584
1887-88	48,000	1	4 89 89 1317	68,170	9,055	24,764
1888-89	48,000	1	4 37 90 907	70,334	11,270	42,768
1889-90	48,000	1	4 56 35 8718	69,540	10,557	49,012
1890-91	48,000	1	6 08 93 1408	63,664	26,322	30,505
1891-92	48,000	1	4 73 33 3812	68,845	31,424	31,507
1892-93	48,000	1	2 94 47 7785	70,878	52,413	17,883
1893-94	48,000	1	2 54 66 4222	79,194	36,686	34,054
1894-95	48,000	1	1 10 65 4948	87,935	37,233	41,694
1895-96	48,000	1	1 63 81 4874	84,469	51,336	25,252
1896-97	48,000	1	2 45 05 7491	79,720	49,220	24,052
1897-98	48,000	1	3 35 39 1005	75,030	56,634	12,990
TOTAL	576,000	...	...	889,830	389,421	336,125
						164,304

(A) The figures in this column represent the difference between the net receipts and the interest on the actual Capital expenditure, which is recovered from the Mysore Darbar.

(B) The figures in this column represent the interest on the unrepaid balance of the paid up Capital, which is retained in the hands of the State.



## SCHEDULE I—concluded.

## LUCKNOW-BAREILLY RAILWAY.

YEAR.	INTEREST				Net Traffic Receipts accruing to Government (b).	Charge to the State (a-b).
	On outlay incurred by Government prior to transfer to Company.	On Company's Capital.	On advances by Government.	Total (a).		
1890-91	Rx. 5,279†	Rx. ‡	Rx. ‡	Rx. 5,279	Rx. 2,928	Rx. 2,351
1891-92	20,438	3,928	3,511	27,877	27,203	4,674
1892-93	20,485	7,529	3,164	31,178	26,753	4,423
1893-94	20,485	7,693	4,699	32,879	28,740	4,139
1894-95	20,485	8,768	6,257	35,510	38,526	-2,016
1895-96	20,485	8,475	6,051	35,011	27,719	7,292
1896-97	20,485	7,930	7,418	35,833	26,876	8,957
1897-98	20,485	7,751	7,950	36,186	36,404	-218
	148,627	52,076	38,850	239,553	211,155	28,398

\* From 1st January to 31st March 1891.

† One-fourth of interest charged for the year.

‡ Interest charged to Capital during construction.

## ASSAM-BENGAL RAILWAY.

YEAR.	INTEREST						Net Traffic Receipts accruing to Government (d).	Charge to the State (e-f).	
	On outlay from "48" and charged to Part I.	On outlay from "48" and charged to Part II.	AMOUNT PAID IN ENGLAND.			Total England and India expressed in Rx. (c).			
			Sterling payments.	Rate of Exchange.	Equivalent in Indian currency expressed in Rx. (a).				
	Rx.	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1891-92	957	...	...	...	...	...	957	...	957
1892-93	1,242	...	26,035	1	8'98477783	41,730	42,972	...	42,972
1893-94	1,909	...	47,089	1	2'54664222	77,690	79,599	...	79,599
1894-95	5,736	14,396	49,473	1	1'10054948	90,634	110,986	...	110,986
1895-96	9,512	35,602	58,773	1	1'63814874	103,427	148,541	9,830	138,691
1896-97	11,582	64,022	67,242	1	2'45057491	111,678	187,282	-1,678	188,360
1897-98	12,834	99,288	71,250	1	3'35391005	111,378	223,494	16,790	206,704
	43,792	213,508	319,882	...	...	536,537	793,831	25,362	768,469

## BURMA RAILWAYS.

YEAR.	INTEREST.					Net Traffic Receipts accruing to Government (d).	Charge to the State. (a-b).	
	On outlay incurred by Government prior to transfer to Company.	AMOUNT PAID IN ENGLAND.			Total England and India expressed in Rx. (c).			
		Sterling payments.	Rate of Exchange.	Equivalent to Indian currency expressed in Rx.				
	Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.
1896-97 (from 1st September 1896)	121,590	19,085	2	45057491	31,697	213,287	237,454	-24,167
1897-98	311,185	50,297	3	35391005	78,620	389,806	349,496	40,310
	432,776	69,382	...	...	110,317	603,093	586,950	16,143




## Schedule J.

*Statement showing the Charge upon the general Tax-payer in respect of the Construction of Railways in India from 1858-59 to 1897-98.*

	To end of 1896-97.	1897-98.	To end of 1897-98.
<b>REVENUE.</b>			
	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
State Railways—Gross Traffic Receipts	217,023,495	19,044,525	236,068,020
Guaranteed Companies—Net Traffic Receipts	116,053,241	2,201,392	118,254,633
Subsidised Companies—Repayment of Advances of Interest	336,932	14,969	351,901
<b>TOTAL REVENUE</b>	<b>333,413,668</b>	<b>21,260,886</b>	<b>354,674,554</b>
<b>CHARGES AGAINST REVENUE.</b>			
<i>Railway Revenue Account.</i>			
State Railways—Working Expenses	108,195,025	9,201,202	117,396,227
" " Interest at 4%* on Capital Outlay not charged to Revenue and on debentures discharged	40,834,035	3,374,572	44,208,607
" " Interest on debt incurred in, or created for, the purchase of Railways	17,365,401	1,517,860	18,883,261
" " Annuities in purchase of Railways	37,691,789	2,676,715	40,368,504
" " Interest chargeable against Companies on Advances	2,343,382	429,873	2,773,255
" " Interest on Capital deposited by Companies	11,455,954	1,243,888	12,699,842
Guaranteed Companies—Surplus Profits, etc.	12,444,147	110,302	12,554,449
" " Land and Supervision	3,917,845	15,911	3,933,756
" " Interest	144,836,442	3,377,084	148,213,526
Subsidised Companies—Land and Subsidy	597,335	113,760	711,095
" " Advances of Interest	107,600	...	107,000
Miscellaneous Railway Expenditure	1,290,030	16,229	1,306,259
<b>Total Railway Revenue Account</b>	<b>381,076,385</b>	<b>22,076,796</b>	<b>403,153,181</b>
<i>Outlay on Construction charged against Revenue.</i>			
Construction of Protective Railways	6,550,931	...	6,550,931
Construction of Railways	6,506,039	3,792	6,509,831
Other Outlay charged to Construction, including Exchange prior to 1884-85	2,358,794	...	2,358,794
<b>TOTAL CHARGES AGAINST REVENUE</b>	<b>396,494,149</b>	<b>22,080,588</b>	<b>418,574,737</b>
Loss, excluding indirect charges	63,080,481	819,702	63,900,183
Indirect charges	1,861,547	37,545	1,899,072
Loss, including indirect charges	64,942,028	857,227	65,799,255

\* Three and half per cent. on Capital outlay on the East Indian Railway from 1st July 1895, and 41 per cent. on the loan of one crore from Maharaja Holkar for the Holkar Railway.



 *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, June 10th, 1899.**

The most important meteorological event of the week under review has been the setting in of the rains both in Burma and North-East India and along the west coast. In the former region the setting in of the rains has been accomplished quietly, and it is difficult to say exactly when monsoon rainfall commenced. The southerly winds blowing from the Bay into Burma and thence into Assam and North Bengal, noticed in the last review, have continued steadily during the present week, while the rainfall has got heavier and more general, but the change was carried out by a gradual transition, and there was nothing to mark the actual setting in of the monsoon. On the opposite side of India the winds have been unsteady and the weather changeable, but in this area also there has been an extension of rain which during the week penetrated from the coast into North Bombay and the central parts of India, so that the western or Arabian sea branch of the monsoon, though commencing in a somewhat unsteady manner, was yet fairly well established by the close of the week. In Upper India the winds have been light, the weather fine and the temperature very high, while along the east side of the Peninsula the winds have been fresh from north-west and south-west, and the weather hotter than usual. In Deltaic Bengal there have been very strong southerly winds during the week and some thundershowers, but monsoon rainfall has not up to the present extended to that area.

**Daily Summary.**—*Sunday, June 4th.*—The barometer was changing only slightly. Pressure was highest over the south-east of the Bay and lowest in the West Punjab, and the barometer read higher than usual over both North-Western and North-Eastern India. The winds were variable over the Punjab and on both coasts of the Peninsula, while they were north-westerly over the central parts of the country and southerly in Burma, at the head of the Bay and in Deltaic Bengal. The weather was slightly cloudy with light showers on the west coast and cloudy to overcast with light to moderate general rain over Burma and Assam. The weather was cool over Sind, North Bombay and North Bengal, but was generally hotter than usual elsewhere.

*Monday, June 5th.*—The barometric changes were again wholly unimportant, and the general conditions of pressure were unchanged. There was still a considerable excess of pressure around the north of the Bay and over North-West India. South-westerly winds were reported from Colombo and the Malabar Coast. In other places the winds were generally similar to those reported on the 4th. The sky had become more clouded, and the showers had extended over the west of the Peninsula, while overcast weather and general rain continued over Burma and Assam. The weather was cooler than usual over North-West India and Upper Burma, but was hotter than the average elsewhere—particularly so over the central districts of India.



*Tuesday, June 6th.*—The barometer had fallen over Northern India and risen over the Peninsula. Pressure was lowest over the West Punjab, relatively low over West Bengal and highest in the south of Bay. There was a considerable excess of pressure over the centre of the Bay and a moderate excess over North Bombay. South-westerly winds had extended along the west coast as far north as Goa and very strong southerly winds were reported at the Sandheads, but elsewhere the wind directions were unchanged. The skies were clear and the air very dry over Upper and Central India, but in the west of the Peninsula the weather was overcast and showery, while over Burma, Assam and North Bengal the rainfall had increased. The mean temperature was low for the time of year over the Western desert and parts of Madras, of Burma and of North Bengal, but was excessive in other places, the variation from the normal being as much as  $+10^{\circ}$  at Amraoti.

*Wednesday, June 7th.*—Pressure had been steady and the distribution was unaltered. The winds had become more irregular and unsteady again on the west coast, but the directions were practically unaltered in other parts of the country. Rain continued to fall over the west of the Peninsula and over Burma and North-East India. The amounts were generally lighter than on the 6th, but there were some heavyish amounts, as, for example, 4.70 inches at Akyab, 4.50 inches at Silchar and 3.42 inches at Mangalore. The mean temperature was low for the time of year in North Bombay, Malabar, Burma, Assam and North Bengal, and remained excessive elsewhere. At Seoni and Nagpur the excess was over  $9^{\circ}$ .

*Thursday, June 8th.*—There was again no change to record in the pressure conditions. The winds were very irregular and unsteady along the west coast and much lighter than usual. Some easterly winds were appearing in North Bengal and Bihar. Scattered showers were reported from Western India and light to heavy rain from Burma, Assam and North Bengal. At Silchar 7.54 inches of rain had fallen. The temperature conditions, relatively to the normal, were the same as on the 7th.

*Friday, June 9th.*—Showers of rain had extended to the central districts of India, and these had been followed by a rapid fall of temperature and a brisk to rapid rise of pressure. At the same time the wind had shifted to the southward along the west coast, but these were the only changes of importance. Light to moderately heavy rain continued to be reported from the same districts as on the preceding day. The temperature remained low over Upper Burma, Assam and North Bengal, but the large excess of temperature over the central parts of India had, under the influence of the showers noticed above, disappeared.

*Saturday, June 10th.*—The barometer had risen over Northern and fallen slightly over Southern and Central India. Pressure was lower than usual in the Punjab, about normal over the west of the Peninsula and above the normal elsewhere. Abnormal southerly and south-easterly winds continued along the west coast, but in other places the wind blew from about the average directions. Showery weather had extended and some rain was reported from Khandesh, the central districts of India and West Bengal as well as from the regions from which it was previously reported. The mean temperature had now fallen to below the



normal over the central parts of India and remained low for the time of year in Burma, Assam and East and North Bengal.

**Temperature.**—The mean temperature has, from some unexplained reasons, been low for the time of year over North Bombay, but in all other parts of the country the variation of the mean temperature from the normal has agreed closely with the distribution of rainfall. On most days of the week the rainfall was confined to Burma, Assam and North Bengal on the one hand and to the west coast districts on the other, and in these two regions the heat has been less than usual, while all over Northern and Central India, where the weather has been dry, the heat has been excessive. Towards the close of the week, however, showers extended to the central districts, and the excess of heat at the central stations was turned into a slight deficiency.

The following table gives the mean temperature variation data for the week :

PROVINCE.	June 1899.							Mean variation of week.
	4th	5th	6th	7th	8th	9th	10th	
	°	°	°	°	°	°	°	°
Burma . . . . .	+0.4	-0.8	-0.7	-0.2	-0.3	-1.0	-1.0	-0.4
Assam . . . . .	-0.6	+1.1	-0.5	-4.9	-8.4	-7.9	-8.7	-4.3
Bengal . . . . .	+1.8	+1.8	+1.6	+0.1	+1.5	+1.7	-1.2	+1.0
Orissa . . . . .	+1.1	+0.3	+1.8	+0.1	+2.6	+0.1	+2.9	+1.3
Bihar . . . . .	+3.5	+3.9	+1.0	+3.4	+2.3	+1.8	+0.8	+2.4
Chota Nagpur . . . . .	+6.4	+6.3	+8.2	+7.2	+8.0	+8.9	+8.4	+7.6
N.-W. P. and Oudh . . . . .	+2.2	+2.2	+3.2	+3.7	+5.4	+6.6	+5.2	+4.1
Punjab . . . . .	+1.0	+0.6	+2.1	+3.9	+6.1	+5.9	+7.1	+3.8
Sind . . . . .	-1.7	-1.9	-1.1	-0.9	-0.4	-1.1	-0.8	-1.1
Rajputana . . . . .	+1.1	+0.2	+0.8	+2.5	+3.2	+4.0	+2.5	+2.0
Gujarat . . . . .	-2.1	-1.9	+0.1	-0.4	-0.1	+1.4	-0.5	-0.5
Central India . . . . .	+1.3	+2.2	+4.4	+4.4	+5.3	+5.6	+1.5	+3.5
Central Provinces . . . . .	+5.7	+5.9	+7.3	+7.2	+8.1	+3.7	-0.8	+5.3
Berar . . . . .	+5.0	+7.2	+10.0	+4.4	+7.3	+1.8	-3.8	+4.6
West Coast . . . . .	+1.1	+1.3	+1.0	-0.4	+0.5	+1.4	-0.2	+0.7
Bombay Deccan . . . . .	+2.3	+3.7	+3.3	+1.6	+2.4	+3.0	0	+2.3
Mysore . . . . .	+1.7	+2.7	-2.3	+0.2	+0.9	+1.3	+0.2	+0.7
Madras Coast . . . . .	+2.2	+0.7	-0.7	+1.3	+1.7	+2.3	+1.9	+1.3
Madras Deccan . . . . .	+2.3	+3.2	+1.6	+1.0	+1.6	+1.4	-2.6	+1.2
South India . . . . .	+1.2	+1.0	+1.8	+0.6	+1.2	+2.8	+1.1	+1.4
Mean for whole of India . . . . .	+1.8	+2.0	+2.1	+1.7	+2.4	+2.2	+0.6	+1.8

The mean temperature of the whole country for the whole week was 1.8° above the normal. The hottest day was the 8th when the mean temperature was 2.4° above the average. On each day of the week the heat was greater than usual for the whole country, but the provincial variations show that the mean temperature was, almost throughout the week, lower than usual in Assam and Sind and about normal in Burma and Gujarat.



The following were the highest maxima reported on each day :

June 4th	.	.	.	.	.	113°3'	at Lucknow.
" 5th	.	.	.	.	.	114°7'	" Jacobabad.
" 6th	.	.	.	.	.	116°6'	" Do.
" 7th	.	.	.	.	.	119°0'	" Do.
" 8th	.	.	.	.	.	120°0'	" Do.
" 9th	.	.	.	.	.	119°0'	" Do.
" 10th	.	.	.	.	.	121°0'	" Do.

**Rain.**—The rainfall of the week under review occurred under much the same general conditions as last week. Southerly winds from the Bay passed into Burma and then curving round into south-east and east passed into Assam and East and North Bengal. The whole of the region affected by this current received general rain which, though somewhat lighter than usual in Burma, was very heavy in parts of Assam. These south-easterly and easterly winds did not extend much beyond the regions quoted above, and West Bengal, the Gangetic Plain and the greater part of North-West India were under the influence of dry westerly winds, so that, beyond a few light showers in West Bengal, the North-West Provinces and the submontane and hill districts of the Punjab, the weather was fine over the whole of the Gangetic Plain and a large part of North-West India. Along the west coast there has occurred a marked extension in the amount and area of rainfall. On Sunday, the 4th, the only fall was in the extreme south-west, the heaviest fall being 2·31 inches at Cophin, but by the 5th rain had extended northward to Goa and by the close of the week, had spread all along the west coast as well as inland over the Deccan, Central India, Berar, the Central Provinces, Khandesh and Gujarat. But though these returns show that the monsoon set in during the week under review, the change was carried out very quietly and gradually, and the rainfall was at no time very heavy, nor was the setting in of the rains accompanied with the burst of unsettled, stormy, weather which ordinarily accompanies this change along the west coast of India and in Ceylon. The rainfall returns show that daily rain occurred throughout the week in Burma and Assam; that in East and North Bengal rain set in steadily and heavily on the 7th, and that in other parts of Bengal there were scattered showers throughout the week; that in Chota Nagpur and Bihar there were showers on the 9th and 10th; that in Malabar rain fell during the whole week and in other parts of the west of the Peninsula rain commenced on the 6th or 7th, and that in the central districts of India rain fell on the 8th, 9th and 10th. Elsewhere the rainfall was unimportant. The table at the close of the summary shows that effective rain was received in thirty-five of the rainfall divisions which included all the Burma divisions, all the Assam divisions, all the Bengal divisions (except South Bihâr), the submontane division of the Punjab, all the West Peninsula divisions, all the central divisions (except the central division of the Central Provinces, the west division of Central India and both the Rajputana divisions) and all the East Peninsula divisions (except the central division of the east coast and South Madras). The average actual rainfall in these 35 divisions



ranged from 16·64 inches in the hill division of Assam, 15·03 inches in the Surma division of Assam, 9·77 inches in the North of Bengal and 7·82 inches in Tenasserim, to 0·10 inch in the submontane division of the Punjab. The third column of the table shows that the rainfall during the week has been lighter than usual over the greater part of the country, but particularly so over Malabar, where the setting in of the rains has been so quiet. There have, however, been some exceptions to this general lightness, thus in Upper Burma there has been an excess of 0·58 inch, in the Surma division of Assam of 9·80 inches, in the hill division of Assam of 10·41 inches, in the Brahmaputra division of 2·75 inches, in North Bengal of 5·13 inches, in South-Central Madras of 0·29 inch, in Berar of 0·10 inch, in Kathiawar of 0·39 inch and in Central Madras of 0·15 inch. The deficiency has been greatest in Arakan, Malabar, Coorg and the Konkan, where it ranges between  $3\frac{1}{2}$  inches and 6 inches.

As the present is the first week of a fresh rainfall period, the information given in the three concluding columns of the rainfall table is the same as that given in the first three.

The following were the principal large totals recorded at individual stations during the week:

Burma	Kyaikto (Thaton)	9·05 inches.
	Rathedaung (Akyab)	10·92 "
Assam	Sylhet	22·18 "
	Cheera Poonjee	73·78 "
Bengal	Netrokona (Mymensingh)	11·30 "
	Jalpaiguri (Alipurduara)	29·52 "
	Cooch Behar	24·27 "
West Peninsula	Mangalore	10·65 "
	Karwar	14·24 "



PROVINCE.	DIVISION.	RAINFALL DATA FOR YEAR ENDING JUNE 10th, 1899.			RAINFALL DATA FROM JUNE 4th TO JUNE 10th, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, 4th to June 10th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim . . . . .	7'82	9'42	- 1'60	7'82	9'42	- 17
	2. Lower Burma Deltaic . . . . .	3'22	4'50	- 1'28	3'22	4'50	- 28
	3. Central do. . . . .	2'17	3'10	- 0'93	2'17	3'10	- 30
	4. Upper do. . . . .	3'03	2'45	+ 0'58	3'03	2'45	+ 24
	5. Arakan . . . . .	6'26	12'30	- 6'04	6'26	12'30	- 49
BENGAL AND ASSAM	6. Eastern Bengal . . . . .	3'36	4'43	- 1'07	3'36	4'43	- 24
	7. Assam Surma . . . . .	15'03	5'23	+ 9'80	15'03	5'23	+ 187
	8. Do. Hills . . . . .	10'64	6'23	+ 4'41	10'64	6'23	+ 169
	9. Do. Brahmaputra . . . . .	6'27	3'52	+ 2'75	6'27	3'52	+ 78
	10. Deltaic Bengal . . . . .	0'63	2'39	- 1'76	0'63	2'39	- 74
	11. Central do. . . . .	1'24	1'92	- 0'68	1'24	1'92	- 35
	12. North do. . . . .	9'77	4'64	+ 5'13	9'77	4'64	+ 111
	13. Bengal Hills . . . . .	3'65	4'23	- 0'58	3'65	4'23	- 14
	14. Orissa . . . . .	0'23	1'15	- 0'92	0'23	1'15	- 80
	15. Chota Nagpur . . . . .	0'36	1'02	- 0'66	0'36	1'02	- 65
	16. South Bihar . . . . .	0'03	0'39	- 0'36	0'03	0'39	- 92
	17. North do. . . . .	0'19	0'87	- 0'68	0'19	0'87	- 78
NORTH-WESTERN PROVINCES AND ODISHA.	18. N.-W. P. East . . . . .	0	0'21	- 0'21	0	0'21	- 100
	19. South Oudh . . . . .	0'05	0'22	- 0'17	0'05	0'22	- 77
	20. North do. . . . .	0	0'35	- 0'35	0	0'35	- 100
	21. N.-W. P. Central . . . . .	0	0'17	- 0'17	0	0'17	- 100
	22. Do. West . . . . .	0'01	0'20	- 0'19	0'01	0'20	- 95
	23. Do. East Submontane . . . . .	0	0'37	- 0'37	0	0'37	- 100
	24. Do. West do. . . . .	0	0'37	- 0'37	0	0'37	- 100
	25. Do. Hills . . . . .	0'06	0'84	- 0'78	0'06	0'84	- 92
PUNJAB	26. South-East Punjab . . . . .	0	0'23	- 0'23	0	0'23	- 100
	27. South do. . . . .	0	0'21	- 0'21	0	0'21	- 100
	28. Central do. . . . .	0	0'16	- 0'16	0	0'16	- 100
	29. Punjab Submontane . . . . .	0'10	0'27	- 0'17	0'10	0'27	- 63
	30. Do. Hills . . . . .	0'06	0'81	- 0'75	0'06	0'81	- 93
	31. North Punjab . . . . .	0	0'15	- 0'15	0	0'15	- 100
	32. West do. . . . .	0	0'09	- 0'09	0	0'09	- 100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar . . . . .	4'00	10'03	- 5'13	4'00	10'03	- 51
	34. Madras South-Central . . . . .	0'83	0'54	+ 0'29	0'83	0'54	+ 54
	35. Coorg . . . . .	1'17	6'23	- 5'06	1'17	6'23	- 81
	36. Mysore . . . . .	0'94	1'05	- 0'11	0'94	1'05	- 10
	37. Kankan . . . . .	1'96	5'62	- 3'66	1'96	5'62	- 65
	38. Bombay Deccan . . . . .	1'15	1'67	- 0'52	1'15	1'67	- 31
	39. Hyderabad North . . . . .	...	...	...	...	...	...
	40. Khandesh . . . . .	0'87	1'46	- 0'59	0'87	1'46	- 40
CENTRAL PROVINCES AND BERAR.	41. Berar . . . . .	1'23	1'13	+ 0'10	1'23	1'13	+ 9
	42. Central Provinces West . . . . .	0'26	1'00	- 0'74	0'26	1'00	- 74
	43. Do. do. Central . . . . .	0'09	0'60	- 0'51	0'09	0'60	- 85
	44. Do. do. East . . . . .	0'10	0'91	- 0'81	0'10	0'91	- 89
BOMBAY (NORTH)	45. Gujarat . . . . .	0'21	0'49	- 0'28	0'21	0'49	- 57
	46. Kathiawar . . . . .	0'60	0'21	+ 0'39	0'60	0'21	+ 186
	47. Sind . . . . .	0	0'02	- 0'02	0	0'02	- 100
	48. Baluchistan Hills . . . . .	0	0	0	0	0	0
RAJPUTANA AND CENTRAL INDIA.	49. Central India East . . . . .	0'83	1'27	- 0'44	0'83	1'27	- 35
	50. Rajputana East, Central India West. . . . .	0	0'53	- 0'53	0	0'53	- 100
	51. West Rajputana . . . . .	0	0'20	- 0'20	0	0'20	- 100
MADRAS	52. East Coast North . . . . .	0'33	0'72	- 0'39	0'33	0'72	- 54
	52-A. Do. do. (a) . . . . .	0'70	3'44	- 2'74	0'70	3'44	- 80
	53. Hyderabad South . . . . .	2'29	?	?	2'29	?	?
	54. Madras Central . . . . .	0'46	0'31	+ 0'15	0'46	0'31	+ 48
	55. East Coast Central . . . . .	0'08	0'69	- 0'61	0'08	0'69	- 88
	56. Do. South . . . . .	0'23	0'59	- 0'36	0'23	0'59	- 61
	57. Madras South . . . . .	0	0'38	- 0'38	0	0'38	- 100

W. L. DALLAS,

for Meteorological Reporter to the  
Government of India.

SIMLA, 15th June, 1899.

M. FINUCANE,

Offg. Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 10th June.*—The rainfall was good on the West Coast and on the Nilgiris; elsewhere there were seasonable scattered showers. The water-supply is generally adequate for the season. Ploughing is general and some sowings are being made. Crops are still standing on a limited area, and are generally in good condition. Pasture is scanty, but fodder is sufficient. Cattle are in normal condition. Prices are generally slightly easier, except in parts of the Circars and the Deccan.

**Bombay.**—*For week ending 15th June.*—Moderate or light rain fell in all districts of the Presidency Proper during the week. The spring crops in one taluqa of Thar and Parkar have been slightly damaged by cyclonic winds. Ploughing and sowing operations are generally progressing. Fodder is sufficient, except in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in ten and fallen in two districts; elsewhere they are stationary.

**Bengal.**—*For week ending 12th June.*—There was rain in every district of Bengal Proper during the week, but, except in the Eastern and Northern districts, it was generally light. In Bihar, Orissa, and Chota Nagpur only scattered showers are reported. Early rice and jute are nearly all sown and weeding is now going on. Lands are being prepared for the sowing of the autumn and winter rice crops, but rain is required in several parts. Sugarcane promises well. There was a flight of locusts in the Sonthal Parganas, but little or no damage is reported. The locusts in Dacca reported last week are destroying the young paddy plants in the Sadr and Munshiganj sub-divisions. Except for a slight rise in some districts, the price of common rice was generally stationary. \*No want of fodder is reported.

**North-Western Provinces and Oudh.**—*For week ending 14th June.*—Cloudy and unsettled weather prevailed during the week and rain fell in many districts. Harvesting of extra crops is nearly over. Irrigation is being resorted to where necessary. Sugarcane is thriving and is being weeded. A flight of locusts passed over the Allahabad, Hamirpur, and Partabgarh districts, but no damage is reported. Markets are adequately stocked. Fodder is sufficient. Prices show a rise in some districts, but are otherwise either stationary or fluctuating.

**Punjab.**—*For week ending 15th June.*—Rain has fallen in parts of the Umballa, Lahore, Amritsar, and Rawalpindi districts. Harvesting of spring crops is nearly finished. Sugarcane and cotton crops are being weeded. The standing crops are being watered, and ploughings and sowings of other autumn crops are in progress. Rain is badly wanted throughout the Province. The outturn of the spring crops is reported average or below average and that of extra spring crops is also expected to be generally average. The standing crops are fair on irrigated areas. Sugarcane has been slightly damaged by white-ants in Sialkot owing to drought. Cattle are reported to be in poor condition in Delhi and parts of the Hissar and Dera Ismail Khan districts. Fodder is scarce in Hissar, Delhi, Shahpur, parts of Peshawar, and in Dera Ismail Khan, and is sufficient elsewhere. Prices—especially of wheat—are rising in Umballa and Peshawar; falling in Mooltan, Amritsar, Rawalpindi, and Dera Ismail Khan; and are unchanged elsewhere. Wheat is selling from 16½ to 22½, barley 32, gram 20 to 23, maize 28 to 32, great millet 24, bulrush-millet 18 to 23½, and rice 13½ to 14½ seers per rupee.



**Central Provinces.**—*For week ending 13th June.*—The weather was very hot at the beginning of the week, but cloudy and unsettled at its close with heavy falls of rain in Chanda and Bilaspur; elsewhere the fall was moderate to light. In Saugor, Damoh, and Hoshangabad 4,277, 2,300 and 1,005 persons, respectively, are in receipt of village relief; and in the last district 228 persons are in receipt of gratuitous relief. The preparation of land for autumn sowings has been completed in Wardha; almost completed in Betul, Nagpur, and Chanda; and is in progress elsewhere. Sowing operations have begun in the Dhamtari tahsil of Raipur; and sowing of rice is in progress in parts of Mandla, Bhandara, Bilaspur, and Sambalpur. The excessive heat at the beginning of the week has slightly damaged the recent rice sowings in Sambalpur. Locusts appeared in parts of Saugor, but caused no damage. Insufficiency of water and fodder is reported from some districts. Prices show a tendency to rise. The price of wheat, gram, rice, and *juar* has risen in some districts, and has fallen in others. The cheapest prices are—wheat 20, gram 37, rice 21, and *juar* 29 seers per rupee; the dearest prices are—wheat 13½, gram 18, rice 10, and *juar* 18½ seers per rupee.

**Burma.**—*For week ending 10th June.*—In Lower Burma ploughing progresses everywhere and sowing has commenced in Pegu, Thongwa, Thaton, and Amherst. In Upper Burma reaping of dry weather paddy has been completed, except in Katha and in parts of Pakòkku. The crop has been damaged by rains or floods in Minbu, the Bhamo sub-division of Bhamo, the Mahlaing township of the Ruby Mines district, and the Legayaing sub-division of Upper Chindwin. Ploughing for and sowing of the early upland crops, early sesamum, and cotton are in progress. Sowing of cotton is completed in the Kyoukpadoung township of Myingyan. Sowing of paddy on hill sides continues in Bhamo, Myitkyina, and the Ruby Mines district, and is finished in the Northern Shan States. Ploughing for early wet weather paddy continues on low lands and sowing has begun in parts. The standing crops are generally promising, except in the Pagan township of Myingyan, where more rain is wanted. Price of paddy has fallen in Rangoon, Akyab, Pegu, Thongwa, Bassein, and Thayetmyo and largely in Tharrawaddy and Amherst. The price has risen in Myingyan; elsewhere it is stationary.

**Assam.**—*For week ending 13th June.*—The weather is rainy and unfavourable for tea. Ploughing for late rice; sowing of early rice; planting of sugarcane; and plucking and manufacture of tea are in progress. Sowing of late rice seedlings continues in Cachar, Darrang, and Lakhimpur. Tea blight is disappearing in Darrang, but is prevalent in Cachar and in parts of Kamrup. Late rice and sugarcane are somewhat damaged by floods in Sylhet. Early rice has been damaged by insects and rain in parts of Nowgong and late rice seedlings by insects in parts of Darrang. Prices—common rice—Silchar and Dhubri 16, Sylhet 19, Gauhati 17, Tezpur, Sibsagar, and Dibrugarh 12, and Nowgong 15 seers per rupee.

**Mysore and Coorg.**—*For week ending 13th June.*—**MYSORE:** Rainfall—40 cents in the Civil and Military station and rain general and good in parts of Hassan and Chitaldrug. Prospects are good. Prices have slightly risen in Kolar, Kadur, and Shimoga. *Ragi* (*Eleusine coracana*) has been sown in Tumkur and Mysore.

**COORG:**—Rainfall—4 inches 62 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 14th June.*—**BERAR:** The weather continues warm and cloudy. Preparation of land for the ensuing rain crop is in progress. Fodder is insufficient in the Wun district. A scarcity of water still prevails. Prices are almost stationary.

**HYDERABAD:** Rainfall during the week—one inch 6 cents. Preparations for autumn sowings are in progress. The winter rice harvest is over. Prices of grain continue steady. Prices—wheat 10, coarse rice 10½, and *jowari* 25 seers per current sicca rupee.



**Central India.**—*For week ending 14th June.*—Rain fell in Indore, Bundelkhand, Bhopawar, and parts of the Bhopal and Malwa Agencies during the week. Agricultural operations have been completed in Gwalior and Bundelkhand and are in progress elsewhere. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal in other parts of Central India.

**Rajputana.**—*For week ending 14th June.*—Rainfall—44 cents in Kotah. Agricultural operations are proceeding satisfactorily. Agricultural stock is in fair to good condition, but is getting lean and emaciated in Kherwara. Fodder is scarce throughout the greater part of Rajputana. Prices are rising in Deoli; slightly in Beawar and are steady elsewhere. Fourteen persons emigrated from Ajmere during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 563, Merwara 7,682, and Marwar 974. There are 392 on ordinary works and 246 on gratuitous relief in Ajmere-Merwara. Prices—Ajmere and Beawar not reported; Marwar 15 seers per rupee. Final returns show number on relief works in Merwara last week as 6,235 and not 9,342.

**Kashmir.**—*For week ending 13th June.*—The weather is fine. Rain fell during the week. The prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 14th June.*—No rain. Prices are generally stationary. Prices—wheat 16 to 19 and maize 25 to 29 seers per rupee. The condition of the standing crops is fair. Sowing of autumn crops is in progress. Fodder is sufficient.

**Nepal.**—*For week ending 10th June.*—Rainfall—1.59 inches. The weather is stormy and showery. Wheat has been harvested and the outturn is good. Rice—9½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 4TH JUNE 1898, AND FROM 1ST JANUARY TO 3RD JUNE 1899.

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 4TH JUNE 1898.				WEEK ENDING 3RD JUNE 1899.				Earnings from 1st January to 4th June 1898.	Earnings from 1st January to 3rd June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	684	1,740	12,08,040	683	1,747	11,98,000	686	2,79,11,902	2,78,54,000	...	2,61,000	18,200	
Bengal Central	182	125	10,814	135	125	17,700	142	4,03,210	4,20,000	...	16,790	...	
Bengal-Nagpur	181	919	1,35,810	147	1,186	1,46,680	128	30,89,948	40,75,000	9,85,152	...	...	
Indian Midland (incldg. Bhopal-Narsai)	171	800	1,71,038	214	868	1,29,000	149	30,85,230	32,88,000	1,99,770	...	...	
Deccan exm. (East Coast State)	191	21	3,447	164	21	3,200	152	30,383	70,400	...	25,400	...	
Washim-Nasirpur-Rampur sec. (Box-Mad.)	119	9	1,060	118	9	2,400	207	22,902	30,400	13,407	...	...	
Metro gauge—													
Rajputana-Mulwa (incldg. G.-B.-Nagda)	264	1,915	6,41,938	354	1,615	4,39,000	242	1,04,55,610	1,07,08,000	2,52,391	...	...	
Palampur-Dogra	44	17	2,810	54	17	900	53	13,052	15,000	1,948	...	...	
South Indian	161	1,042	1,81,285	176	1,023	1,68,000	184	35,03,111	34,83,000	...	1,91,111	...	
Mayavaram-Mutapur	88	54	5,633	104	54	5,100	94	1,02,456	97,600	...	1,656	...	
Southern Mahratta (incldg. G.-M. From sec.)	163	1,105	1,20,424	111	1,105	1,35,000	110	26,41,014	25,53,000	...	88,014	...	
Mysore section (Southern Mahratta)	107	298	30,923	104	298	23,500	79	7,01,938	4,24,000	...	2,77,938	...	
Bengal and North-Western system	162	865	1,01,461	117	1,082	1,91,900	179	31,16,742	35,65,000	4,48,258	...	...	
Lucknow-Bareilly	106	231	33,116	143	210	30,700	146	5,41,323	5,58,000	16,677	...	...	
Assam-Bengal	90	286	21,333	85	331	24,800	69	5,03,511	7,13,000	1,49,480	...	...	
Burma	223	986	1,30,175	145	936	1,68,000	169	45,82,633	41,14,000	...	4,68,633	...	
TOTAL	206	10,321	28,20,261	273	10,088	26,70,800	244	6,15,71,061	6,18,04,300	2,32,339	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	887	2,886	10,79,770	374	2,902	9,05,000	372	1,82,02,864	1,49,61,000	...	32,41,864	...	
Oudh and Rohilkhand (incldg. m. g. link)	217	1,013	2,45,100	242	1,013	2,84,000	231	44,27,611	45,87,000	1,59,389	...	...	
Eastern Bengal (incldg. metro & 2' 6")	819	818	1,95,390	243	834	2,10,000	272	50,07,943	52,77,000	2,69,057	...	...	
East Coast (b)	118	536	50,715	95	794	84,600	107	13,02,768	18,84,000	4,41,232	...	...	
Special gauges—													
Jorhat	68	25	1,218	45	25	3,700	100	40,211	37,300	...	2,911	...	
Chitra-Companyganj	26	...	...	...	...	(c)	...	(d) 124	(e) 6,400	5,978	...	...	
TOTAL	261	5,278	15,75,111	288	5,626	18,06,100	277	8,00,00,914	7,70,23,700	...	30,77,214	...	
Lines worked by guaranteed cos.													
Standard gauge—													
Direct Indian Peninsula system	544	1,491	7,10,030	477	1,491	0,53,000	438	1,75,60,987	1,78,69,000	3,08,193	...	...	
Bombay, Baroda and Central India	775	401	5,19,273	1,107	401	0,88,000	842	77,04,323	70,44,000	...	6,603	...	
Madras	158	840	1,97,081	205	840	1,06,000	232	47,57,376	40,17,000	...	7,406	...	
TOTAL	480	2,792	13,19,384	582	2,793	12,37,000	433	3,10,22,286	2,90,50,000	19,786	...	...	
TOTAL (GUARANTEED AND STATE)													
Assisted companies.													
Standard gauge—													
Delhi-Ludhiana-Kalka	217	102	30,680	189	102	27,700	171	7,03,293	5,90,000	...	1,13,293	...	
Tarapur	330	22	5,329	285	22	5,400	245	1,00,146	1,00,000	...	146	...	
Southern Punjab (Delhi-Samastha)	75	406	50,003	127	423	51,900	75	5,95,793	5,84,000	...	11,793	...	
Tapti Valley	...	...	...	...	...	2,100	53	...	44,500	44,500	...	...	
Metro gauge—													
Brahmaputra-Saltanpur	...	...	...	...	...	800	32	...	(f) 7,400	7,400	...	...	
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	...	900	27	...	26,300	26,300	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	187	66	19,140	164	66	9,500	141	1,01,745	2,01,000	9,955	...	...	
Sogaula-Baraul	...	...	...	...	...	700	39	...	(g) 7,400	7,400	...	...	
Bengal Dockers	100	36	2,820	78	36	4,100	114	73,403	80,000	6,597	...	...	
Dibru-Badiya	100	78	12,012	192	78	18,200	233	2,51,004	3,37,000	81,996	...	...	
Ahmedabad-Punahij	39	15	4,178	78	55	5,200	93	69,789	81,400	11,611	...	...	
Special gauges—													
Darjeeling-Himalayan	268	51	13,211	289	51	14,000	275	3,02,013	2,68,000	...	34,013	...	
Barni	158	21	2,920	139	21	3,000	186	77,031	81,400	4,369	...	...	
TOTAL	135	891	1,67,172	154	1,030	1,24,400	121	26,25,817	25,27,000	...	1,987	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Guna	81	74	2,828	83	148	8,800	60	47,250	1,14,000	66,750	...	...	
Bhopal-Ujjain	76	114	8,310	72	114	10,800	90	1,80,594	2,29,000	48,406	...	...	
Nagda-Ujjain	86	55	8,731	107	34	3,700	79	63,398	54,500	...	8,898	...	
The Nizam's guaranteed state	235	394	50,913	170	394	60,400	109	17,17,043	16,43,000	...	74,043	...	
The Guikwar's Poldad	70	33	1,400	104	19	1,400	103	16,508	23,000	6,492	...	...	
Rajputana-Bhatinda	140	108	21,003	108	108	20,500	100	3,29,000	2,70,000	...	59,000	...	
Kolar-Goldfields	406	10	2,035	370	10	1,500	150	85,049	82,000	...	3,049	...	
Metro gauge—													
Yerravuntpur-Mysore From sec. (incldg. M.-Nanjangid)	71	68	4,528	69	66	4,300	64	1,01,033	68,400	...	32,633	...	
The Guikwar's Mohana	81	88	7,028	82	82	7,400	80	1,53,002	1,55,000	1,998	...	...	
Kolhapur	53	29	2,044	70	29	2,300	79	35,127	40,500	5,373	...	...	
Special gauges—													
The Guikwar's Dahdoi	18	79	6,015	63	70	5,500	70	95,040	1,03,000	7,960	...	...	
Rajpipla	13	19	750	39	27	800	33	4,763	17,000	12,237	...	...	
Couch Bahar	63	22	1,920	60	34	1,800	47	32,440	31,100	...	1,340	...	
TOTAL	133	906	2,20,024	121	1,030	1,23,500	123	28,74,805	28,17,800	...	57,005	...	
Lines owned & worked by n. states.													
Metro gauge—													
Bhatnagar-Gondal-Jamshed-Porbandar	120	334	58,948	162	334	39,800	116	9,37,083	8,90,000	...	47,083	...	
Jodhpur-Rajkot	80	45	8,230	77	45	4,100	89	61,389	59,000	...	2,389	...	
Jamnagar	38	54	1,503	28	54	3,100	57	44,701	51,000	6,299	...	...	
Dharamdara	...	...	...	...	...	1,500	71	...	32,000	32,000	...	...	
Jodhpur-Bikaner	80	364	26,110	72	467	30,700	85	5,83,331	8,27,000	2,43,669	...	...	
Jodhpur-Chitor	42	40	5,022	40	61	3,400	66	64,123	73,400	8,277	...	...	
Special gauges—													
Morvi	82	94	12,453	132	94	11,100	118	1,60,313	1,87,000	26,687	...	...	
TOTAL	86	952	1,01,236	106	1,077	1,01,700	94	18,11,330	21,61,000	3,49,670	...	...	
GRAND TOTAL													
273 21,230 61,73,561 291 22,608 66,12,300 248 12,89,67,036 12,58,53,300 3,31,13,736 31,14,200													

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rya.  
(b) Includes Bombay-Madras ry.  
(c) Closed for traffic.  
(d) From 5th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st April to 3rd June 1899.  
(g) From 1st March to 3rd June 1898.

Serials, the 18th June, 1899.

W. J. MOELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India



No. IX of 1899-1900.

N.B.—As regards the figures in column Total earnings from 1st April 1900, audited figures have been used, as far as possible.

Includes Jammu and Kashmir and Hyderabad-Shadipalli ry.  
Includes **Bombay-Madras ry.**

(c) Closed for traffic.

W. J. McELHINNY, *Captain, R.E.,*  
*Offg. Under Secy. to the Govt. of India.*

IMLA, the 10th June, 1899.

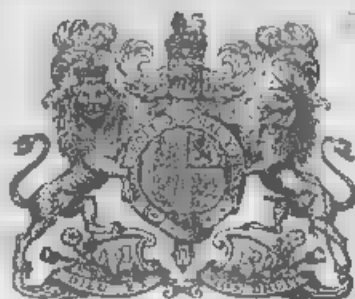


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SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may be useful or more known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	34.78	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	34.63	...	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	20.9	...	50.38	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	25.4	...	38.1	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	29.37	...	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	27.95	...	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Hendaba . . . . .	...	...	25.4	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	20.63	...	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	31.23	...	34.97	...	...	...	...	...	8.04	...
Baino . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	29.76	...	...	...	...	...	...	...	18.94	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	25	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brohmoputra—</i>												
Gokipara . . . . .	...	20	25.75	35	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	20	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	27.5	40	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	18.75	34.25	35	26.75	...	...	7.5	17.5	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	23.12	30	...	...	...	...	...	...	...	...
Culcutta . . . . .	...	...	20	32.5	27.5	37.5	...	...	20	25	16.75	23.5
<i>Central—</i>												
Bardwan . . . . .	...	...	27.75	30	...	...	...	...	...	...	...	...
Patna . . . . .	...	...	22.15	35.47	21.25	31.41	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	31.25	32.5	37.5	40	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	22.5	27.61	23.75	40	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	19.06	25	19.37	30	...	...	13.12	15.94	8.75	20.24
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	23.22	28.75	22.5	28.75	...	...	13.12	15.19	...	...
Muzaffarpur . . . . .	...	...	27.5	30.73	23.44	28.44	...	...	15.31	17.66	...	...
<b>H.-W. Provinces—</b>												
<i>Eastern—</i>												
Banaras . . . . .	18.46	22.92	27.45	30.46	22.86	27.68	25.75	31.82	15	18.23	...	...
<i>Central—</i>												
Cawnpore . . . . .	17.4	21.81	26.67	34.79	21.81	29.11	26.2	32.05	13.06	18.8	...	16.07
Jhansi . . . . .	12.19	21.09	32.03	37.19	34.22	27.5	28.75	31.56	14.06	16.1	14.06	15.47
<i>Western—</i>												
Mourat . . . . .	...	...	35.83	...	31.64	28.12	34.09	...	16.07	18.75	...	...
Agra . . . . .	...	...	37.5	42.19	24.06	30.78	...	...	14.26	18.72	16.23	...
<i>Submontane, west—</i>												
Khajehampur . . . . .	...	...	...	...	19.63	27.24	...	...	11.08	15.24	...	...
<b>Oudh—</b>												
<i>Southern—</i>												
Lucknow . . . . .	14.37	21.67	29.53	33.12	21.61	28.24	26.67	33.33	14.79	16.3	13.8	19.74
<i>Northern—</i>												
Fyzabad . . . . .	14.79	18.8	33.33	...	21.87	37.66	...	...	14.84	18.88	11.73	19.77

\* The figures under "Rice, husked" represent the prices of common rice.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		BAGI.		MAIZE.		GRAM.		ARRHAR DIL.		GHI.		Districts.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
												Barma—
												Tanasserim—
						57.61						Mergui.
						83.75		50.53				Taroy.
												Moulmein and Amherst.
						26.57		37.21				Pegu (Istate)—
						37.08						Langoon.
												Thongwa.
												Bassah.
						38.1		60.42				Pegu (inland)—
						28.16						Henada.
												Toungwa.
				9.66		19.17		38.57				Upper Burma—
												Mandalay.
												Bamo.
						20.88		32.15				Pakokko.
												Arakan—
						38.1		50.83				Kyaukpada.
												Akyab.
												Assam—
												Brakmaputra—
												Goalpara.
												Gadbuti.
												Bengal—
						27.5	38.75	37.5		430	400	Eastern—
						22.5	33.12	27.5	32.5	350	350	Chittagong.
												Dacca.
20	20			16	21.25	20	36	27.5	25	335	340	Dacca—
												Midnapur.
												Calcutta.
						18.75	27.5	25	32.5	330	340	Central—
						16.41	25.81	31.25	30.25	470	400	Burdwan.
												Patna.
				16	30	17.5	30	40	32.5	350	360	Northern—
												Rangpur.
						20.31	26.50	17.19	28.44	370	360	Orissa—
												Cuttack.
				8.75	16.87	14.06	19.08	20		360	300	Bihar, south—
												Patna.
				14.22	17.5	15	22.5	30		340	330	Bihar, north—
					20	18.12		25	33.28	320	320	Bhagalpur.
												Muzaffarpur.
												N.-W. Provinces—
						14.03	20.21	22.08	26.96	335.42	345.1	Eastern—
												Benares.
14.06	17.78			12.19	15.42	16.3	19.73	15.93	25.78	200.88	200.88	Central—
						19.51	17.6	19.89	31.36	267.5	265	Awara.
												Thana.
						21.04	22.5			320		Western—
												Meerut.
19.37						18.60	18.75	24.37	26.25	290	29.31	Agra.
						15.29	20			325	320	Submontane, west—
												Shahjahanpur.
												Oudh—
16.87	21.15			12.86	17.03	10.51	21.82	15.36		315	320	Southern—
												Lucknow.
31.04				13.44	17.34	16.3	20.88	20.47		308.56	290.78	Northern—
												Fyzabad.



## WHOLESALE PRICES FOR THE 1st HALF OF MAY 1896 AND 1899—continued.

Districts.	GON.		SALT.		TOBACCO LEAF.		TURNERIO.		GRASS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Burma—</b>												
<b>Tenasserim—</b>												
Mergui . . . . .	...	...	11-31	...	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-54	...	...	...	...	...	...	...	...	...
Monkmein and Amherst . . . . .	...	...	25-00	...	...	...	...	...	...	...	...	...
<b>Pegu (deltaic)—</b>												
Bangoon . . . . .	...	...	10-05	...	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	20-50	...	...	...	...	...	...	...	...	...
Bassien . . . . .	...	...	22-61	...	...	...	...	...	...	...	...	...
<b>Pegu (inland)—</b>												
Monrada . . . . .	...	...	34-97	...	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	34-81	...	...	...	...	...	...	...	...	...
<b>Upper Burma—</b>												
Mandalay . . . . .	...	...	20-25	...	...	...	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	...	...	...	...	...	...	...	...	...
<b>Arakan—</b>												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	30-77	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<b>Brakmopolis—</b>												
Gualpara . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
<b>Eastern—</b>												
Chittagong . . . . .	50	58-75	35	37-5	100	110	...	...	...	...	...	...
Dacca . . . . .	55	60	35-82	37-5	60	65	...	...	2-5	2-5	...	...
<b>Deltic—</b>												
Midnapur . . . . .	{ 47-5 to 50	51-25	35	41-25	{ 55 and 72-5	{ 57-5 and 63-75	...	...	...	...	2-5	1-45
Calcutta . . . . .	46-25	48-75	36-75	34-87	60	60	...	...	8-38	8-58	6-25	6-25
<b>Central—</b>												
Bardwan . . . . .	30	50	32-5	33-75	...	...	...	...	...	...	2-10	2-75
Pabna . . . . .	40	60	35-75	33-68	75	70	...	...	...	...	7-5	10
<b>Northern—</b>												
Rangpur . . . . .	45	60	40	45	60	60	...	...	8-75	12(a)	8	12(a)
<b>Orissa—</b>												
Cuttack . . . . .	47-5	57-5	30	30	45	50	...	...	5-57	5-58	5	2-83
<b>Bihar, south—</b>												
Patna . . . . .	25	37-5	35	35	30	30	...	...	3-75	3-75	3-12	3-12
<b>Bihar, north—</b>												
Bhagalpur . . . . .	35	38-75	38-75	36-25	40	40	...	...	...	...	...	...
Muzaffarpur . . . . .	...	...	35-18	36-25	50	100	...	...	...	...	...	...
<b>N.-W. Provinces—</b>												
<b>Eastern—</b>												
Bonares . . . . .	27-66	43-30	...	...	...	...	...	...	...	...	...	...
<b>Central—</b>												
Cawnpore . . . . .	24-79	34-79	...	...	50	55	110	97-5	...	...	...	...
Jhansi . . . . .	40	50	...	...	...	...	...	...	...	...	...	...
<b>Western—</b>												
Meerut . . . . .	28-54	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	35	45	...	...	...	...	...	...	...	...	...	...
<b>Submontane, west—</b>												
Shahjahanpur . . . . .	...	...	...	...	...	...	{ 110 and 115-5	{ 105 and 110	...	...	...	...
<b>Cooh—</b>												
<b>Southern—</b>												
Lucknow . . . . .	...	44-43	...	...	115	70	70	...	2-30	2-01	...	...
<b>Northern—</b>												
Fyzabad . . . . .	...	35	...	...	103-12	...	...	...	...	2-51	...	...

(a) Per bundle.







## WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899—continued.

DISTRICTS.	RICE, UNHUSKED.		RICE, HUSKED.		WHEAT.		FLOUR (WHEAT).		BARLEY.		JAWAR.	
	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.	1897.	1898.
<b>Rajputana—</b>												
<i>Eastern—</i>												
Ajmere . . . . .	88-83	83-83	...	...	29-08	28-83	...	...	21-00	20	23-10	18-13
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozpur . . . . .	15-16	20	40	60-07	90	26-61	26-67	33-58	12-5	15-63	10-67	21-04
<i>Central—</i>												
Lahore . . . . .	16-06	24-84	34-74	42-08	10-27	20-25	22-81	30-81	14-17	15-23	19-74	23-08
<i>South-eastern—</i>												
Delhi . . . . .	21-04	25	30-78	38-33	31-04	29-63	27-8	34-79	15-30	15-09	19-06	18-13
<i>Submontane—</i>												
Amritsar . . . . .	16-18	25	34-79	44-43	16-59	36-23	31-04	29-11	10-83	16-67	20-63	...
<i>Northern—</i>												
Rawalpindi . . . . .	16-07	14-79	46-72	53-18	23-44	26-25	26-30	20-16	13-75	13-44	14-67	14-79
<i>Western—</i>												
Multan . . . . .	12-08	10-8	24-27	27-53	12-16	21-99	20-06	36-85	17-70	18-18	15-36	23-49
<b>Sind and Baluchistan—</b>												
<i>Kardahi</i> . . . . .	...	...	...	...	30	40	...	...	19-06	...	...	...
<i>Shikarpur</i> . . . . .	...	...	...	...	25-81	32-81	...	...	...	17-5	...	...
<i>Quetta</i> . . . . .	...	...	...	...	35 to 27-5	36-41	50	65	19-00	25	18-73	21-09
<b>Bombay—</b>												
<i>Deccan—</i>												
Dharwar . . . . .	...	...	...	...	22-92	...	...	...	...	...	12-75	19-46
Sholapur . . . . .	...	...	...	...	22-75	...	...	...	...	...	19-22	21-43
Poona . . . . .	...	...	...	...	31-2	...	...	...	...	...	...	...
<i>Poonch—</i>												
Ahmadnagar . . . . .	33-63	...	...	...	25-13	...	...	...	...	...	15-16	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	...	...	...	...	29-33	39-63	...	...	...	...	18-56	23-8
Ahmedabad . . . . .	...	...	25	...	32-5	39-27	...	...	...	...	...	...
<b>Central Provinces—</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	28	29	38	34	33-81	28-08	...	...	16-34	21-19
<i>Central—</i>												
Jubbulpore . . . . .	22-19	22-19	23-6	26-62	29-75	38-34	27-53	36-66	...	...	17-87	17-74
<i>Eastern—</i>												
Raipur . . . . .	17	...	22	26	21	33-26	30	46	...	...	...	...
<b>Berar—</b>												
<i>Bidari</i> . . . . .	...	...	...	...	27-68	38-30	...	33-33	...	...	10-28	10-23
<i>Ellichpur</i> . . . . .	...	...	66-67	66-66	36-36	44-44	44-44	...	...	...	12-81	18-00
<i>Amrâoti</i> . . . . .	...	...	40	44-37	33-23	44-37	40	50	...	...	11-5	16-12
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	20-1	26-9
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15-6	20
Cuddapah . . . . .	17-8	26-4	33-6	39-4	...	...	...	...	...	...	10-3	22-9
Kurnool . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	17-3	31-4	31-3	42-8	...	...	...	...	...	...	...	...
Tanjore . . . . .	18-9	23-7	34-7	47-1	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	25	29-2
<b>Mysore—</b>												
<i>Mysore</i> . . . . .	22-09	32-91	34-74	43-2	33-01	48-88	63-08	54-81	...	...	...	14-6
<i>Bangalore</i> . . . . .	14-51	17-6	27-38	50-39	32-67	50-44	35-63	47-04	...	...	19-70	23-51



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

BAJRA.		RAOI.		MAIZE.		GRAM.		ARHAR DÁL.		GRI.		Districts.
1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	
•												Rajputana—
25	* 25	...	...	20	20	25	24.37	...	...	320	330.67	Eastern— Ajmere.
20	50	...	...	12.5	12.99	18.18	18.16	36.35	37.13	310	340	Panjab—
18.96	22.19	...	...	12.02	14.06	19.74	24.87	29.58	41.04	320	336.37	Southern— Ferozpur.
20	17.4	...	...	14.70	17.4	20.47	20.55	27.5	35.33	320	345.94	Central— Lahore.
...	...	...	...	...	...	17.4	19.17	...	...	...	...	South-eastern— Delhi.
17.34	19.06	...	...	14.37	17.34	21.56	22.19	30	50	278.28	320	Submontane— Amritsar.
17.4	16.16	...	...	18.33	21.04	21.3	21.57	...	...	320	335.52	Northern— Rawalpindi.
...	...	...	...	...	...	...	...	...	...	...	...	Western— Multan.
23.12	17.03	...	...	...	...	20.35	21.09	...	...	320	400	Sind and Baluchistan—
...	...	...	...	22.5	26.72	...	...	37.5	55	320	360	Karachi. Shikarpur.
...	...	...	...	...	...	...	...	...	...	...	...	Quetta.
18.65	23.91	...	...	...	...	21.67	26.82	20.78	...	...	...	Bombay—
19.9	20.68	...	...	...	...	...	...	27.5	...	258.33	...	Deccan— Dharwar. Sholapur. Poona.
23.75	...	...	...	...	...	...	...	...	...	...	...	Bhandarkar— Ahmednagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmedabad.
...	...	...	...	...	...	20	25	21	27	353.31	358.63	Central Provinces—
...	...	...	...	...	...	16.69	22.19	...	...	235	280	Western— Nagpur.
...	...	...	...	...	...	16	23	...	...	290	330	Central— Jubbulpore.
20	18.91	...	...	...	...	28.57	34.78	25	33.83	340	325	Eastern— Raipur.
...	...	...	...	...	...	25	31.73	23.67	23.73	280	325	Berar— Basma. Ellenpore. Amravati.
18.9	19.1	...	...	...	...	31.2	40	...	...	380.4	400	Madras—
...	...	14.4	22.4	...	...	...	...	...	...	33.2	306.2	South, central— Coimbatore. Salem.
17.9	20.9	...	...	...	...	29.4	40	17.7	...	338.1	380.4	Central— Bellary. Cuddalore. Karnul.
...	...	...	...	...	...	...	...	...	...	246.7	333.3	East Coast, central— Nellore.
...	...	14.1	21.9	...	...	...	...	19.4	31.4	...	...	East Coast, south— Madras. Tamilore. Trichinopoly.
...	...	...	...	...	...	23.2	40	...	...	206.3	329.1	Southern— Madras.
22.5	...	...	...	...	...	...	...	25.6	31.1	...	...	Mysore— Mysore. Bangalore.
...	...	19.10	19.71	...	...	14.26	27.71	60.34	76.83	343.5	346.63	
...	...	15.07	22.87	...	...	17.42	33.33	33.63	47.04	342.5	377.02	



## WHOLESALE PRICES FOR THE 1st HALF OF MAY 1898 AND 1899—continued

DISTRICTS.	GDR.		SALT.		TOBACCO LEAF.		TURMERIC.		GALLS.		STRAW.	
	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.
<b>Rajputana—</b>												
Eastern—												
Ajmere . . . . .	44.8	50	...	...	...	...	...	...	10	5	10	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	...	...	...	...	50	50	189.83	114.27	3.38	3.25	4.01	3.28
Central—												
Lahore . . . . .	...	...	...	...	57.13	57.13	112.04	123.07	10	10	3.8	4.01
South-eastern—												
Delhi . . . . .	...	...	...	...	80	80	114.27	114.27	7.87	6.67	7.07	6.67
Submontane—												
Amritsar . . . . .	...	...	...	...	...	...	114.27	...	...	...	3.65	3.54
Northern—												
Rawalpindi . . . . .	...	...	...	...	40	40	130.83	100	6.67	5	5	5
Western—												
Multan . . . . .	...	...	...	...	100	100	145.42	123.83	3.59	3.07	4.01	3.28
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	70	...	...	...	150	...	100	...	15.00	...	...	...
Shikarpur . . . . .	34.33	37.5	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan—												
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	52.84	...	...	...	...	...	...	...	...	...	...	...
Pune . . . . .	48.01	72.81	...	...	...	...	...	...	...	...	...	...
Khandesh—												
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	39	38.58	62.5	60	120	120	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	30	48	120	180	40	85	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ellichpur . . . . .	...	...	...	...	200	200	120	85	...	...	...	...
Amratoli . . . . .	...	...	...	...	120	180	140	125	31(a)	25(a)	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	54.4	56.9	...	...	...	...	...	100	...	...	2.5	2.5
Salem . . . . .	...	...	...	...	124.1	137.3	65.2	68.5	...	...	6.4	6.8
Central—												
Bellary . . . . .	39.5	47.6	...	...	...	...	...	...	...	...	2.5	...
Cuddapah . . . . .	...	...	...	...	...	...	62.4	55	...	...	...	...
Karnul . . . . .	...	...	...	...	39.5	66.7	65.8	61.5	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.5	4.4
East Coast, south—												
Madras . . . . .	42	57.5	...	...	148.1	181.7	75.7	87.8	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	119.8	119.8	...	...	...	...	...	...
Southern—												
Madras . . . . .	...	...	...	...	106.8	118.8	...	...	...	...	4.5	4.8
<b>Mysore—</b>												
Mysore . . . . .	68.58	68.58	...	...	374	374	118.87	101.20	10.71	12.28	7.14	7.14
Bangalore . . . . .	60.07	65.60	...	...	342.5	342.75	137	68.60	7.61	16.67	10	12.5

(a) For 100 pulices weighing on an average 150 lbs.



(The figures represent prices per ten maunds in rupees and decimals of a rupee.)

JAWAR STALKS.		BRUSA.		SHEEP, PER SCORE.		GOATS, PER SCORE.		PLOUGH BULLOCKS, PER FAIR.		DISTRICTS.
1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	1899.	1898.	
3-02	5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmere.
...	15	...	...	50	50	...	...	75	75	Punjab— Southern— Ferozpur.
...	...	...	...	100	100	...	...	112-5	105	Central— Lahore.
10	4-43	...	...	60	60	...	...	125	125	South-eastern— Delhi.
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar.
8-67	8-67	...	...	60	60	...	...	60	60	Northern— Rawalpindi.
10	6-67	...	...	50	50	...	...	70	70	Western— Multan.
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi. Shikarpur.
...	...	7-5	8-75	40 to 140	40 to 140	...	...	...	...	Quetta.
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan— Dharwar. Sholapur. Poona.
...	...	...	...	...	...	...	...	...	...	Khandesh— Ahmadnagar. Dhulia.
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat. Ahmadabad.
...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur.
...	...	...	...	40	40	...	...	42	30	Central— Jubbulpore.
...	...	...	...	...	...	...	...	...	...	Eastern— Raipur.
4	9	...	...	50	60	...	...	80	50	Berar— Basim. Ellenapur. Amritoli.
2-5	2-25(a)	...	...	65	50	...	...	90	90	
...	...	...	...	...	...	...	...	...	...	Madras— South, central— Coimbatore. Salem.
...	...	...	...	80	80	80	60	...	...	
...	...	...	...	60	100	60	100	70	120	Central— Bellary. Chidambur. Karnul.
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore.
...	...	...	...	55	55	55	55	...	...	East Coast, south— Madras. Tanjore. Trichinopoly.
...	...	...	...	80	78-8	80	78-8	...	...	
...	...	...	...	...	...	...	...	...	...	Southern— Madure.
...	...	...	...	...	...	...	...	40	40	
8-29	8-58	...	...	100	100	...	...	70	70	Mysore— Mysore. Bangalore.
...	...	...	...	95	100	...	...	130	130	

(a) For 130 pullies weighing on an average 748 lbs.

J. E. O'CONOR,

Director-General of Statistics.

J. F. FINLAY,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT

June 23, 1899.



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE 1st HALF OF MAY 1899. (The figures represent

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLUX (Andropogon sorghum).		BAJRA OR COMBU (Pennisetum typhoides).	
	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Best sort.		Common.		Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.
					Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.				
<b>Burma—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	...	10 10	10 10	11 5	11 3	...	...	...	...
Barro . . . . .	...	...	...	...	13 7	13 7	15 13	15 13	...	...	...	...
Maungmye and Amherst .	7 —	7 —	...	...	10 8	10 8	12 3	12 3	...	...	...	...
<i>Irrawaddy—</i>												
Pegu . . . . .	...	...	...	...	10 2	10 2	14 3	14 3	...	...	...	...
Bangkok . . . . .	8 12	9 12	...	...	12 —	11 12	15 4	15 —	...	...	...	...
Thongwa . . . . .	...	...	...	...	11 5	11 3	18 2	18 1	...	...	...	...
Bassien . . . . .	...	...	...	...	12 8	11 14	13 9	13 9	...	...	...	...
<i>Pran (Inland)—</i>												
Tharawadi . . . . .	...	...	...	...	11 11	11 11	14 —	14 —	...	...	...	...
Henzada . . . . .	...	...	...	...	10 11	9 15	13 11	13 11	...	...	...	...
Prome . . . . .	...	...	...	...	9 9	10 5	13 13	13 4	...	...	...	...
Toungoo . . . . .	...	...	...	...	11 8	11 3	12 9	12 6	...	...	...	...
Thayotayo . . . . .	11 2	12 13	...	...	11 3	11 3	14 3	14 3	24 3	22 10	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	11 3	11 —	...	...	11 3	11 3	12 1	12 1	44 12	44 12	...	...
Bhamo . . . . .	...	...	...	...	13 —	13 —	17 —	17 —	...	...	...	...
Pakokha . . . . .	...	...	...	...	10 10	9 2	12 13	12 12	10 13	18 3	...	...
Diawatha . . . . .	...	...	...	...	13 2	13 2	15 5	15 5	...	...	...	...
<i>Arakan—</i>												
Mundawya . . . . .	...	...	...	...	18 9	16 9	18 4	18 4	...	...	...	...
Syankpya . . . . .	...	...	...	...	11 8	11 4	15 5	12 4	...	...	...	...
Akyab . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
<b>Assam—</b>												
<i>Burma—</i>												
Cylnet . . . . .	...	...	...	...	15 3	14 14	21 7	18 5	...	...	...	...
Cachar . . . . .	7 9	8 —	...	...	8 —	8 —	16 —	16 —	...	...	...	...
<i>Hill tracts—</i>												
Khasi and Jaintia Hills .	6 6	6 4	...	...	6 4	6 —	7 6	7 3	...	...	...	...
Gara Hills . . . . .	...	...	...	...	4 3	4 3	20 —	20 —	...	...	...	...
Manipur . . . . .	...	...	...	...	28 —	20 —	34 —	33 —	...	...	...	...
<i>Brahmaputra—</i>												
Goalpara . . . . .	30 —	30 —	...	...	8 —	8 —	16 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	16 —	...	...	10 8	10 —	14 3	15 —	...	...	...	...
Larrang . . . . .	9 —	9 —	...	...	10 8	11 —	13 3	13 3	...	...	...	...
Nowgong . . . . .	...	...	...	...	5 12	5 12	15 —	15 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 4	6 —	12 8	12 —	...	...	...	...
Lakhimpur . . . . .	8 —	8 3	...	...	6 3	6 3	14 —	14 —	...	...	...	...
<b>Bengal—</b>												
<i>Eastern hill tracts—</i>												
Naga Hills . . . . .	...	...	...	...	3 —	3 —	12 —	12 —	...	...	...	...
<i>Coastal—</i>												
Buckerganj . . . . .	...	...	...	...	14 —	14 —	15 —	15 —	...	...	...	...
Roakhali . . . . .	...	...	...	...	11 —	11 —	16 —	16 —	...	...	...	...
Chittagong . . . . .	...	...	...	...	13 —	12 —	14 —	14 8	...	...	...	...
Tippera . . . . .	...	...	...	...	10 —	10 —	17 13	17 13	...	...	...	...
Dacca . . . . .	16 —	14 —	32 —	32 —	18 —	18 —	19 —	19 —	...	...	...	...
Mahmudnagar . . . . .	18 9	18 9	10 —	10 —	16 —	16 —	20 —	20 —	...	...	...	...
<i>Dhaka—</i>												
Khalna . . . . .	...	...	...	...	16 —	16 —	19 —	19 —	...	...	...	...
24-Parganas . . . . .	...	...	...	...	10 —	10 —	14 —	15 13	...	...	...	...
<i>Midnapur . . . . .</i>	17 3	18 —	...	...	13 —	13 —	17 3	17 3	...	...	...	...
<i>Howrah . . . . .</i>	...	...	...	...	10 4	10 3	13 13	14 —	...	...	...	...
Calcutta . . . . .	13 —	12 4	17 12	17 12	8 —	8 —	12 4	12 4	18 13	17 13	15 13	16 —
Hughly . . . . .	14 —	14 —	...	...	8 —	8 —	14 —	14 —	...	...	...	...
Nadia (Krishnagar) . . .	17 12	17 12	29 1	26 11	6 2	6 3	13 4	13 0	...	...	...	...
Jessore . . . . .	10 —	10 —	18 —	18 —	14 —	11 —	20 —	16 —	...	...	...	...
Faridpur . . . . .	20 —	...	19 8	...	6 3	6 3	18 3	16 —	...	...	...	...



the number of sers (of 80 tolas) and chittacks sold for one rupee.)

NAGUA OR RAGI (Eleusis coru- cena).		KANGRI OR KANUK, ITALIAN MILLET (Setaria italica).		GRAM, CHERNA, CHOLA, KADALAY OR KONAGI (Cicer aristatum).		MAYE (Zea Mays).		ANNAH, OR THUR, GADJAN PRA (Cajanus indicus).		SALT.		DISTRICTS.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	...	...	...	...	...	...	16 14	16 14	Tenasserim—
...	...	...	...	...	...	...	...	...	...	14 —	14 —	Bergoi.
...	...	...	...	...	...	...	...	...	...	...	...	Tatoy.
...	...	...	...	...	...	...	...	...	...	...	...	Monmeia and Amherst.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	...	...	Pegu.
...	...	...	...	...	...	...	...	...	...	...	...	Rangoon.
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa.
...	...	...	...	...	...	...	...	...	...	...	...	Bassein.
...	...	...	...	...	...	...	...	...	...	...	...	Pegu (inland)—
...	...	...	...	...	...	...	...	...	...	...	...	Tharawadi.
...	...	...	...	...	...	...	...	...	...	...	...	Henzada.
...	...	...	...	...	...	...	...	...	...	...	...	Frone.
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo.
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmye.
...	...	...	...	...	...	...	...	...	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay.
...	...	...	...	...	...	...	...	...	...	...	...	Bamo.
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku.
...	...	...	...	...	...	...	...	...	...	...	...	Meikilla.
...	...	...	...	...	...	...	...	...	...	...	...	Arahan—
...	...	...	...	...	...	...	...	...	...	...	...	Sandoway.
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpyn.
...	...	...	...	...	...	...	...	...	...	...	...	Akyab.
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Surma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet.
...	...	...	...	...	...	...	...	...	...	...	...	Cachar.
...	...	...	...	...	...	...	...	...	...	...	...	Hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Khasi and Jaintia Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Garo Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Manipur.
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara.
...	...	...	...	...	...	...	...	...	...	...	...	Kamrup.
...	...	...	...	...	...	...	...	...	...	...	...	Darrang.
...	...	...	...	...	...	...	...	...	...	...	...	Nowgong.
...	...	...	...	...	...	...	...	...	...	...	...	Bihagar.
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur.
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern hill tracts—
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills.
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Backerganj.
...	...	...	...	...	...	...	...	...	...	...	...	Wokhali.
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong.
...	...	...	...	...	...	...	...	...	...	...	...	Tippera.
...	...	...	...	...	...	...	...	...	...	...	...	Dacca.
...	...	...	...	...	...	...	...	...	...	...	...	Malmesburgh.
...	...	...	...	...	...	...	...	...	...	...	...	Deltic—
...	...	...	...	...	...	...	...	...	...	...	...	Khulna.
...	...	...	...	...	...	...	...	...	...	...	...	24-Fergana.
...	...	...	...	...	...	...	...	...	...	...	...	Midnapur.
...	...	...	...	...	...	...	...	...	...	...	...	Howrah.
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta.
...	...	...	...	...	...	...	...	...	...	...	...	Hooghly.
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Krishnaguch).
...	...	...	...	...	...	...	...	...	...	...	...	Jessore.
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR OHOLEM ( <i>Andropogon sergulus</i> ).		BAJRA OR CUMBU ( <i>Pennisetum typhoides</i> ).	
					Best sort.		Common.					
	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.
<b>Bengal—continued.</b>												
Central—												
Bankura . . . . .	16 —	16 —	20 —	20 —	13 4	12 4	18 12	17 8	...	...	...	...
Bardwan . . . . .	17 —	17 —	...	...	14 —	14 —	16 8	16 8	...	...	...	...
Birbhum . . . . .	18 —	18 —	...	...	15 —	15 —	16 —	16 —	...	...	...	...
Murshidabad . . . . .	17 — and 18 —	18 — and 20 —	32 —	31 8	15 —	15 —	17 —	17 8	...	...	...	...
Santal Parganas . . . . .	14 —	14 —	25 —	25 —	14 8	13 —	21 —	21 —	...	...	...	...
Patna . . . . .	18 12	21 —	25 —	25 —	7 —	7 —	18 —	18 —	...	...	...	...
Bogra . . . . .	15 —	18 8	...	...	14 —	15 —	21 12	22 8	...	...	...	...
Rajshahi . . . . .	18 —	20 10	34 8	37 8	15 —	15 12	17 4	18 —	...	...	...	...
Malda . . . . .	21 —	...	...	...	12 —	11 —	19 —	19 —	...	...	...	...
Northern—												
Rangpur . . . . .	13 8	12 —	...	...	10 —	9 —	19 —	18 —	...	...	...	...
Dinajpur . . . . .	16 —	16 —	16 —	16 —	13 —	13 —	19 —	21 14	...	...	...	...
Jalpaiguri . . . . .	16 —	17 —	...	...	5 —	5 —	15 —	15 —	...	...	...	...
Hills—												
Darjeeling . . . . .	7 —	9 —	8 —	10 —	5 8	5 8	13 —	14 —	...	...	...	...
Orissa—												
Puri . . . . .	13 8	13 8	...	...	8 4	13 —	17 2	13 8	...	...	...	...
Cuttack . . . . .	13 12	14 7	...	...	10 8	10 8	16 8	16 8	...	...	...	...
Balasore . . . . .	16 —	16 —	10 —	10 —	13 —	13 —	17 —	17 —	...	...	...	...
Chota-Nagpur—												
Singbhum . . . . .	14 —	12 —	...	...	16 —	16 —	20 —	20 —	...	...	...	...
Manthuan . . . . .	14 —	14 —	22 —	22 —	12 8	13 —	20 —	21 8	22 —	...	...	...
Lorharaga . . . . .	16 —	16 —	22 —	22 —	12 8	13 —	20 —	21 8	...	...	...	...
Palamanu . . . . .	18 9	19 11	28 11	30 6	14 12	17 —	18 8	18 9	...	...	...	...
Hazribagh . . . . .	14 8	15 —	23 8	23 8	9 —	9 —	17 12	17 —	...	...	...	...
Bihar, south—												
Monghyr . . . . .	20 —	21 —	20 —	21 8	11 —	11 8	13 —	14 12	...	...	...	...
Gaya . . . . .	19 8	19 8	22 8	22 8	9 4	9 —	18 —	18 —	23 —	21 4	...	...
Patna . . . . .	20 —	18 —	20 —	23 —	15 —	15 —	20 8	20 —	45 —	40 —	...	...
Bahabad . . . . .	18 —	18 —	25 —	27 —	9 —	9 —	13 —	15 —	...	...	...	...
Bihar, north—												
Purnea . . . . .	20 —	20 —	...	...	15 —	15 —	16 —	16 —	...	...	...	...
Bhagalpur . . . . .	17 12	17 12	20 4	20 4	14 —	14 —	18 8	16 8	...	...	...	...
Darbhanga . . . . .	16 —	16 —	21 —	21 8	9 4	9 12	12 8	13 —	...	...	...	...
Muzaffarpur . . . . .	10 —	16 —	25 —	25 —	7 8	7 8	14 —	14 —	...	...	...	...
Baran . . . . .	17 8	17 8	27 —	27 —	8 —	8 —	16 —	16 —	...	...	...	...
Chhapra . . . . .	15 —	15 —	20 —	21 —	8 8	8 8	13 —	12 8	...	...	...	...
<b>N. W. Provinces—</b>												
Eastern—												
Mirzapur . . . . .	17 8	17 8	27 —	27 —	11 —	11 —	14 —	15 —	30 —	30 —	25 —	26 —
Benares . . . . .	16 10	16 10	25 12	25 12	8 4	8 4	13 34	13 50	...	...	21 15	21 15
Chhapra . . . . .	16 2	16 6	22 14	22 14	7 10	7 10	10 10	10 10	22 12	22 12	20 4	20 4
Jaunpur . . . . .	19 —	18 —	29 —	29 —	7 —	7 —	14 —	14 8	...	...	...	...
Allahabad . . . . .	15 12	15 4	24 12	25 —	9 —	9 —	12 —	12 —	...	22 —	...	23 —
Central—												
Banda . . . . .	10 8	17 —	23 —	23 —	0 —	6 —	13 —	13 4	25 —	25 —	25 —	25 —
Fatehpur . . . . .	18 —	17 8	26 —	26 —	11 8	11 8	14 —	14 —	...	...	...	...
Hamirpur . . . . .	17 4	17 —	20 8	23 —	8 —	8 —	12 —	12 —	25 4	25 4	25 4	25 4
Jalaun . . . . .	18 —	17 —	25 —	26 —	8 —	8 —	12 —	12 —	26 —	26 —	26 —	26 —
Cannore . . . . .	18 —	17 8	25 —	24 8	...	...	13 —	13 —	...	26 8	26 8	26 8
Jhansi . . . . .	16 4	16 8	27 8	28 —	8 8	8 8	13 4	12 4	28 —	28 8	28 —	28 —
Etawah . . . . .	15 12	16 12	24 4	24 8	5 —	5 —	13 —	13 —	25 8	27 8	20 8	21 8
Farukhabad . . . . .	19 8	18 12	27 4	31 4	5 2	4 12	13 15	12 12	...	...	...	...
Mainpuri . . . . .	19 4	19 4	26 8	26 8	...	...	11 —	10 8	24 8	24 8	27 8	28 8
Math . . . . .	20 8	20 4	30 —	30 —	4 8	4 8	12 —	12 —	...	...	...	...
Western—												
Meerut . . . . .	18 8	18 4	24 —	24 8	5 —	5 —	12 —	12 —	16 —	20 —	19 —	21 —
Agra . . . . .	16 4	16 8	22 —	23 8	6 —	6 —	12 —	12 —	24 4	24 4	20 4	20 4
Muttra . . . . .	18 3	18 12	23 4	27 12	7 12	7 12	13 1	12 4	24 8	24 8	23 4	23 —
Aligarh . . . . .	19 —	18 —	25 —	25 8	4 8	4 8	...	...	...	...	...	...
Dulandshahr . . . . .	20 7	20 8	27 8	28 —	5 —	5 —	12 —	12 —	25 —	24 —	23 —	23 —
Submontane, east—												
Ballia . . . . .	17 —	17 —	25 —	28 —	9 —	9 —	16 —	15 —	...	...	...	...
Azimgarh . . . . .	17 11	17 11	25 14	25 14	8 14	8 14	14 6	14 4	...	...	...	...
Gorakhpur . . . . .	17 6	16 —	27 —	28 —	11 10	12 6	15 4	15 10	29 6	28 10	19 —	19 10
Basti . . . . .	21 —	20 —	30 —	30 —	10 —	10 —	16 4	16 4	...	...	...	...







## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLU (Andropogon sorghum).		BAJRA OR CHENU (Pennisetum typhoides).	
					Best sort.		Common.					
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>N.-W. Provinces—contd.</b>												
Subordinate, contd.—												
Shahjahanpur	20 8	20 4	38 8	38 8	10 4	10 4	13 13	13 8	25 —	26 —	24 —	26 —
Budaon	18 8	18 8	28 —	29 —	8 —	8 —	13 —	13 8	25 —	26 —	24 —	26 —
Aligarh	20 8	20 —	37 —	37 —	5 4	5 4	15 4	15 8	25 —	26 —	24 —	26 —
Bareilly	18 7	18 12	25 —	25 —	5 4	5 4	11 4	11 14	25 —	25 —	18 2	20 —
Moradabad	20 —	18 8	28 —	29 —	5 4	5 4	12 —	12 —	30 —	31 —	18 8	22 —
Bijnor	19 4	19 2	30 2	30 15	4 8	4 8	11 4	11 6	—	—	—	—
Muzaffarnagar	19 14	18 11	30 8	31 14	—	—	10 —	11 8	—	—	18 7	—
Faharabad	20 11	20 11	30 8	31 11	4 12	4 12	10 12	11 4	16 2	22 9	14 4	18 4
Dohra-Dumra	18 8	18 —	32 —	30 —	4 8	4 12	10 —	11 4	16 —	17 —	18 —	16 —
<b>Mis-</b>												
Naini Tal	13 —	13 —	20 —	22 —	4 —	4 —	10 —	10 —	—	—	—	—
Almora	13 8	11 —	19 —	18 —	5 —	5 —	10 —	10 —	—	—	—	—
Gazipur	14 —	13 —	15 —	16 —	6 —	7 —	8 —	10 8	—	—	—	—
<b>Oudh—</b>												
<b>Southern—</b>												
Partalgarh	31 —	30 8	32 —	31 —	—	—	14 8	14 8	—	—	—	—
Kutnapur	20 —	20 —	28 8	28 8	8 —	8 —	15 —	15 —	25 —	26 —	20 —	20 —
Mac-Bareilly	18 4	18 4	25 8	26 —	5 —	5 —	13 4	14 12	23 —	25 —	20 —	20 —
Unao	19 —	18 8	24 —	24 —	8 —	8 —	14 —	14 —	23 —	23 —	20 —	21 —
Lucknow	18 4	18 8	26 —	26 8	5 8	5 8	12 —	13 8	23 —	31 —	23 8	20 8
Hardoi	20 —	20 8	31 —	32 —	12 —	—	16 —	16 —	—	—	30 —	30 —
<b>Northern—</b>												
Fyzabad	18 4	18 8	27 —	29 —	12 —	12 —	12 —	14 —	33 —	35 —	19 —	19 —
Barabanki	18 —	18 —	24 —	24 —	—	—	15 —	13 —	23 —	23 —	21 —	24 —
Gonda	20 8	20 12	34 —	35 —	—	—	15 8	16 —	33 —	35 —	25 —	24 —
Bahraich	20 —	20 —	30 —	31 —	7 —	7 —	15 —	15 —	43 —	45 —	27 —	37 —
Sitapur	20 —	19 12	30 —	32 —	4 —	5 —	13 —	13 —	—	—	—	—
Kher	21 —	19 8	32 8	30 —	5 —	5 —	15 —	14 —	40 —	40 —	20 —	—
<b>Rajputana—</b>												
<b>Eastern—</b>												
Partalgarh	17 3	18 12	31 4	30 10	7 12	7 10	12 8	12 4	31 4	32 2	—	—
Banawal	18 12	17 8	15 —	15 —	6 4	6 4	13 12	12 8	—	—	—	—
Moywar (Udaipur)	16 8	15 10	21 14	23 —	8 8	8 8	9 8	9 8	28 2	29 2	14 13	14 13
Hilly Tracts of Moywar (Dungarpur)	18 —	18 —	23 —	23 —	7 —	8 —	10 —	10 —	—	—	—	—
Baran	12 4	12 4	20 —	20 —	5 8	5 8	7 —	7 —	14 —	14 —	14 —	14 —
Baran	14 11	14 11	22 15	22 15	6 14	6 14	9 4	9 4	21 4	21 4	18 4	18 4
Almora	14 21	14 21	20 —	20 51	6 51	6 51	9 10	9 10	19 —	19 8	17 —	17 10
Abu	13 —	13 —	19 —	19 3	6 —	6 —	7 4	7 4	—	—	12 13	13 10
Kumbhgarh	18 8	18 8	18 8	18 8	5 8	5 8	8 8	8 8	20 4	20 4	16 13	16 4
Bandi	18 8	18 8	23 8	23 8	6 8	6 8	8 8	8 8	21 2	21 14	20 13	21 4
Kotah	19 12	18 4	24 —	24 4	6 14	6 14	8 8	8 8	31 8	31 8	19 12	19 12
Jhalawar	19 12	18 2	27 12	28 74	7 11	7 11	11 13	11 13	30 6	30 6	19 14	19 12
Tonk	14 5	14 5	14 13	14 13	4 —	4 —	8 —	8 —	19 13	20 8	18 —	—
Jaipur	12 —	12 8	18 —	18 8	4 4	4 4	6 8	6 —	19 12	21 —	16 4	16 4
Keroli	15 —	10 4	20 —	22 8	9 11	9 11	10 15	10 15	21 4	25 —	20 10	21 14
Dholpur	16 11	16 10	24 8	25 51	9 —	9 —	10 2	10 2	23 31	23 21	22 51	22 13
Bharatpur	17 8	17 8	25 4	26 8	5 —	5 —	8 —	8 —	20 8	27 5	22 5	23 1
Alwar	16 18	16 8	23 22	24 3	5 12	5 12	8 12	8 12	23 —	23 —	21 —	21 —
Deoli Cantonment	16 14	16 —	20 2	21 14	4 —	4 —	6 —	6 —	23 8	24 4	21 8	22 —
Rashtad Cantonment	14 8	14 —	—	—	7 —	7 —	8 —	8 —	20 —	20 —	17 —	17 —
Balmer	13 —	13 4	—	—	5 8	5 8	7 8	7 8	—	—	14 12	14 12
Ashta	14 —	14 8	—	—	6 8	6 8	7 8	7 8	—	—	—	—
Shahpura	13 14	14 12	19 8	20 4	8 —	7 8	12 —	10 4	33 10	33 —	18 —	18 —
<b>Western—</b>												
Jodhpur	12 2	12 18	17 8	18 13	6 13	6 15	8 4	8 5	17 8	18 —	14 —	15 4
Jaisalmer	12 10	12 8	—	—	6 8	6 —	8 —	8 —	13 —	13 —	14 6	16 —
Bikaner	12 8	12 11	15 8	14 8	5 10	5 12	8 8	5 15	—	—	12 8	12 11
<b>Central India—</b>												
Indore	14 8	15 —	24 4	25 —	3 4	3 4	8 4	8 4	24 —	25 —	24 —	24 —
Nimach Cantonment	15 8	15 8	—	—	7 —	7 —	8 —	8 —	25 —	26 —	23 —	23 —
Gwalior	16 11	16 11	15 8	16 11	5 5	5 5	6 6	6 6	17 24	17 6	16 1	16 8
<b>Panjab—</b>												
<b>Southern—</b>												
Hisar	18 —	18 —	26 —	27 —	—	—	10 —	10 —	20 —	20 —	18 —	18 —
Ferozpur	20 —	20 —	32 —	32 —	—	—	10 —	10 —	24 —	24 —	20 —	20 —
<b>Central—</b>												
Lahore	18 —	18 —	27 —	30 —	—	—	11 —	12 —	19 —	19 —	18 —	20 —
Gujranwala	18 —	17 —	29 —	34 —	—	—	13 —	13 —	24 —	25 —	20 —	20 —
Gujrat	19 —	18 —	30 —	32 —	—	—	10 —	10 —	25 —	26 —	24 —	24 —
Jhelam	18 —	18 —	32 —	33 —	—	—	12 —	12 —	25 —	25 —	22 —	22 —



represent the number of sers (of 80 tolas) and chittacks sold for one rupee.)

MUSKA OR BAGI (Nicotiana glauca).		KARNI OR KARNI, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAI OR KUNAGA (Vicia aristata).		MAIZE (Zea Mays).		ARRAR, OR THUR, GADJAN PEA (Lupinus indicus).		SALT.		Districts.
Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	Half-month of report.	Pre- vious half- month.	
...	...	18 —	18 —	25 —	25 —	34 —	36 —	17 —	18 —	11 4	11 4	N.W. Provinces—contd. Submontane, west— Shahjahanpur. Budaun. Pilibhit. Bareilly. Moradabad. Bijnor.
...	...	18 12	18 12	25 5	25 12	34 8	36 8	17 12	18 12	11 12	11 12	
...	...	18 —	18 —	25 5	25 8	34 8	36 8	17 12	18 4	11 —	11 —	
...	...	...	...	25 2	25 6	34 —	36 —	17 8	18 10	11 —	11 —	
...	...	...	...	25 4	25 6	34 8	36 8	17 5	18 5	11 —	11 4	Muzaffarnagar.
29 —	25 14	21 8	23 10	25 11	25 7	34 4	36 4	17 8	18 15	11 4	11 4	Rahmatabad.
30 —	26 8	...	...	25 8	25 8	34 —	36 8	17 —	18 —	10 8	10 8	Dehra-Dun.
...	...	...	...	25 6	25 —	...	...	17 —	18 —	8 —	8 —	Hills— Nainital. Almora. Gadhwal.
18 —	18 —	...	...	25 —	25 —	...	...	17 —	18 —	8 4	8 6	
...	...	...	...	25 —	25 —	...	...	17 —	18 —	7 —	7 —	
...	...	...	...	25 —	25 —	...	...	20 —	19 —	11 —	11 —	Oudh— Southern— Partabgarh. Sultanpur. Rae-Bareilly. Unao. Lucknow. Hardoi.
28 —	28 —	18 —	18 —	25 8	25 8	34 —	36 —	20 —	19 —	11 —	11 —	
...	...	18 —	18 —	25 8	25 8	34 —	36 —	20 —	19 —	11 —	11 —	
...	...	28 —	24 8	25 8	24 8	34 —	36 —	20 —	21 —	11 —	11 —	
...	...	...	...	25 —	27 —	...	...	20 —	20 —	11 —	10 8	Northern— Fyzabad. Barabanki. Gonda. Bahraich. Sitapur. Kheri.
...	...	22 8	22 —	24 8	25 —	30 —	30 —	...	19 —	11 —	11 —	
...	...	16 —	8 —	24 —	24 8	28 —	28 —	20 8	24 —	11 —	11 —	
45 —	46 —	16 —	16 —	24 —	24 8	34 —	34 —	21 —	21 —	10 8	10 8	
...	...	...	...	24 —	24 —	40 —	40 —	20 8	19 —	11 —	11 —	Rajputana— Eastern— Partabgarh. Banswara. Moywar (Udaipur). Hilly Tracts of Moywar (Dungarpur). Sirohi. Eringpur. Ajmer. Abu. Kishangarh. Bundi. Kota. Jullawar. Tonk. Jaipur. Keroli. Dholpur. Bharatpur. Alwar. Deoli Cantonment. Nasirabad Cantonment. Bikaner. Anand. Shahpura.
...	...	...	...	27 8	26 12	35 15	36 4	15 10	16 5	19 10	20 10	
...	...	12 14	12 4	26 8	26 8	35 2	36 11	15 8	16 8	10 5	10 5	
...	...	...	...	25 —	25 —	35 8	36 8	...	...	9 8	9 8	
...	...	...	...	14 —	14 —	19 —	19 —	...	...	11 8	12 —	Central India— Indore. Niwani Cantonment. Gwalior.
...	...	10 8	9 8	16 5	17 8	23 —	22 —	10 8	10 8	12 8	12 8	
...	...	...	...	15 1	15 8	20 —	20 2	10 12	10 12	11 —	11 —	
...	...	...	...	14 4	15 4	20 4	20 4	...	...	13 8	13 4	
...	...	...	...	25 5	25 15	29 13	30 0	...	...	10 12	10 —	Panjab— Southern— Hissar. Faridkot.
...	...	16 11	26 9	22 5	21 13	39 5	38 2	14 2	13 11	10 6	10 6	
...	...	...	...	16 1	16 8	20 —	20 —	...	...	10 —	10 —	
...	...	21 —	21 —	16 4	16 5	19 —	20 5	20 —	20 —	10 8	10 8	
...	...	21 4	28 12	17 8	18 12	...	...	19 8	19 0	10 15	10 15	Central— Lahore. Gujranwala. Gujrat. Faisalabad.
...	...	19 11	20 —	20 7	20 8	23 —	25 —	17 4	17 6	11 8	11 8	
...	...	26 13	24 13	18 15	20 11	23 —	25 —	12 7	12 11	11 12	11 12	
...	...	14 —	14 —	17 11	17 10	23 8	23 14	24 8	17 10	12 10	12 10	
...	...	...	...	18 4	18 12	...	...	...	...	11 8	11 8	Central— Lahore. Gujranwala. Gujrat. Faisalabad.
...	...	...	...	18 8	18 —	...	...	...	...	13 —	13 —	
...	...	...	...	9 12	9 12	...	...	...	...	12 —	12 —	
...	...	...	...	15 —	15 4	21 —	21 —	...	...	12 —	12 —	
...	...	...	...	15 8	16 0	23 8	23 —	...	...	11 11	11 —	Central— Lahore. Gujranwala. Gujrat. Faisalabad.
...	...	...	...	13 1	13 14	18 13	19 8	9 8	11 2	13 11	13 6	
...	...	...	...	11 —	11 14	10 6	...	10 —	10 8	12 —	12 —	
...	...	...	...	20 8	24 4	32 —	33 —	16 8	16 —	11 —	11 —	
...	...	4 4	4 4	14 8	14 9	23 6	23 10	9 4	9 8	7 11	7 11	Central— Lahore. Gujranwala. Gujrat. Faisalabad.
...	...	...	...	22 —	22 —	32 —	32 —	11 —	11 —	12 8	12 8	
...	...	...	...	22 —	22 —	32 —	32 —	11 —	11 —	12 8	12 8	
...	...	...	...	22 —	22 —	32 —	32 —	11 —	11 —	12 8	12 8	

\* Not sold.

† Not produced.

‡ Not procurable.

§ Rusted.

|| Unhusked.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued. (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR GHOLI (Andropogon scarpus).		BAJRA OR GUMBU (Pennisetum typhoides).	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Panjab—continued.</b>												
<b>South-eastern—</b>												
Gurgaon . . . . .	18 —	18 —	27 —	27 —	...	...	10 —	10 —	22 —	22 —	20 —	20 —
Delhi . . . . .	16 —	16 —	24 —	25 —	...	...	12 —	12 —	20 —	21 —	19 —	19 —
Rohatak . . . . .	18 —	18 —	24 —	25 —	...	...	12 —	12 —	19 —	21 —	19 —	19 —
Karnal . . . . .	21 —	21 —	32 —	32 —	...	...	10 —	10 —	25 —	25 —	20 —	20 —
<b>Submontane—</b>												
Ambala . . . . .	21 —	21 —	34 —	34 —	...	...	10 —	10 —	28 —	28 —	23 —	22 —
Ludhiana . . . . .	23 —	21 —	34 —	34 —	...	...	11 —	10 —	22 —	22 —	18 —	17 —
Jalandhar . . . . .	23 —	21 —	30 —	30 —	...	...	8 —	8 —	22 —	22 —	18 —	18 —
Hoshiarpur . . . . .	21 —	21 —	27 —	30 —	...	...	12 —	12 —	20 —	21 —	18 —	18 —
Gurdaspur . . . . .	22 —	23 —	36 —	36 —	...	...	12 —	12 —	21 —	24 —	18 —	18 —
Amritsar . . . . .	21 —	19 —	35 —	35 —	...	...	11 —	11 —	19 —	19 —	21 —	21 —
Sialkot . . . . .	19 —	18 —	23 —	30 —	...	...	13 —	14 —	27 —	27 —	25 —	25 —
<b>Hills—</b>												
Simla . . . . .	15 —	14 —	16 —	17 —	...	...	9 —	10 —	16 —	19 —	12 —	13 —
Kangra . . . . .	21 —	21 —	23 —	27 —	...	...	16 —	16 —	+	+	+	+
<b>Northern—</b>												
Bawalpindi . . . . .	16 —	17 —	28 —	30 —	...	...	10 —	11 —	27 —	26 —	22 —	23 —
Haryana . . . . .	16 —	16 —	30 —	27 —	...	...	11 —	12 —	24 —	21 —	18 —	18 —
Peabawar . . . . .	16 —	16 —	23 —	25 —	...	...	10 —	10 —	28 —	28 —	19 —	19 —
Kohat . . . . .	16 —	16 —	23 —	27 —	...	...	13 —	13 —	+	+	24 —	24 —
Banna . . . . .	23 —	22 —	33 —	39 —	...	...	14 —	14 —	32 —	41 —	28 —	28 —
<b>Western—</b>												
Shahpur . . . . .	19 —	20 —	26 —	30 —	...	...	10 —	10 —	20 —	20 —	20 —	20 —
Jhang . . . . .	21 —	20 —	24 —	23 —	...	...	12 —	12 —	28 —	24 —	26 —	25 —
Multan . . . . .	17 —	16 —	22 —	24 —	...	...	10 —	16 —	25 —	26 —	20 —	23 —
Montgomery . . . . .	19 —	18 —	26 —	26 —	...	...	12 —	12 —	20 —	20 —	21 —	21 —
Dera Ismael Khan . . . . .	19 —	20 —	25 —	25 —	...	...	9 —	9 —	25 —	25 —	24 —	24 —
Muzafargarh . . . . .	19 —	19 —	24 —	24 —	...	...	15 —	16 —	18 —	18 —	24 —	24 —
Dera Ghazi Khan . . . . .	17 —	16 —	24 —	24 —	...	...	14 —	13 —	20 —	21 —	20 —	20 —
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	12 —	11 —	...	...	9 8	9 —	10 —	10 —	20 —	20 —	17 —	17 8
Hyderabad . . . . .	13 —	13 —	...	...	9 —	9 —	12 —	12 —	20 —	20 —	20 —	20 —
Tiar and Parkar (Umardoo) . . . . .	13 —	13 —	...	...	12 —	12 —	10 —	10 —	14 —	14 —	17 —	17 —
Shikarpur . . . . .	15 —	15 —	...	...	8 —	8 —	9 —	9 —	26 —	26 —	23 —	24 —
Upper Sind Frontier . . . . .	14 4	14 —	...	...	10 —	10 —	11 —	11 —	29 —	29 —	26 —	27 —
Quetta . . . . .	13 12	14 —	19 4	18 —	6 —	6 —	8 —	8 —	20 8	20 4	18 —	18 —
<b>Bombay—</b>												
<b>Konkan—</b>												
Karwar . . . . .	10 3	10 3	...	...	9 2	9 2	11 2	11 2	15 3	15 3	15 —	15 —
Balnagiri . . . . .	8 2	8 2	...	...	11 10	11 10	12 13	12 13	11 11	11 11	13 4	13 4
Alibag . . . . .	8 7	8 7	...	...	7 10	7 10	10 6	10 6	14 11	14 11	13 4	14 9
Bombay . . . . .	11 14	11 14	...	...	12 —	12 —	12 15	12 15	...	...	16 8	16 3
<b>Deccan—</b>												
Dharwar . . . . .	17 —	17 7	...	...	12 7	12 8	12 8	12 8	20 12	24 9	19 9	23 1
Bulgaum . . . . .	15 3	15 3	...	...	10 8	11 —	11 —	11 9	20 13	20 13	19 8	20 5
Batara . . . . .	17 6	18 14	...	...	9 9	9 9	11 10	11 10	21 14	22 10	19 7	20 7
Bholsapur . . . . .	15 13	16 12	...	...	11 8	11 8	12 12	12 12	20 6	20 6	20 9	21 2
Bijapur . . . . .	15 15	17 8	...	...	8 6	8 4	12 4	12 4	28 13	32 4	25 9	28 3
Purna . . . . .	12 13	11 10	...	...	9 11	9 11	10 13	10 13	19 9	21 14	14 13	17 4
<b>Khandesh—</b>												
Ahmadnagar . . . . .	12 8	12 12	...	...	10 5	7 6	13 10	12 10	24 12	24 1	20 7	19 11
Nasik . . . . .	14 6	14 6	...	...	8 11	8 11	10 4	10 4	16 4	16 4	16 4	16 4
Dhule . . . . .	12 4	12 4	...	...	7 7	7 7	9 7	9 7	23 14	23 14	20 3	20 8
<b>Gujarat—</b>												
Surat . . . . .	12 8	12 8	...	...	7 6	7 6	8 13	8 13	25 2	25 2	16 3	17 3
Baruch . . . . .	14 —	13 —	...	...	8 —	8 —	11 —	11 —	31 —	29 —	14 —	15 5
Bara . . . . .	14 —	14 —	...	...	8 —	8 —	13 —	12 —	18 —	18 —	16 —	16 —
Baroda Cantonment . . . . .	11 6	11 8	...	...	7 —	7 —	9 —	9 —	16 —	16 —	16 —	16 —
Ahmadabad . . . . .	12 8	12 —	...	...	8 8	9 —	12 —	12 —	10 8	10 —	16 —	16 —
Gadhra . . . . .	12 —	12 —	...	...	9 —	9 —	11 8	11 8	...	...	17 —	17 —
Tris Cantonment . . . . .	18 —	18 —	...	...	8 8	8 8	9 —	9 —	21 —	21 —	20 —	20 —
<b>Edhiawar—</b>												
Rajkot . . . . .	16 —	16 —	...	...	6 11	6 11	10 —	10 —	18 8	18 8	14 6	15 6
<b>Central Provinces—</b>												
<b>Western—</b>												
Nimar . . . . .	16 —	16 —	...	...	6 12	6 12	12 6	12 8	27 9	28 12	...	...
Khandwa . . . . .	15 —	15 —	...	...	10 —	10 —	12 —	12 —	28 —	28 —	21 —	21 —
Hoshangabad . . . . .	14 6	14 6	...	...	9 —	9 —	12 11	12 11	22 11	22 11	...	...
Betul . . . . .	15 —	15 —	...	...	10 —	10 —	12 —	12 —	24 —	24 —	...	...
Chhindwara . . . . .	15 —	15 —	...	...	10 —	10 —	13 —	13 —	25 —	25 —	...	...
Nagpur . . . . .	13 12	13 12	...	...	11 4	11 4	13 12	13 12	26 —	26 —	...	...
Warangal . . . . .	13 5	13 5	...	...	7 —	7 —	10 7	10 7	22 14	23 14	...	...

\* Not sold.

† Not produced.

‡ Not procurable.



represent the number of aers (of 80 tolas) and chittacks sold for one rupee.)

KARUA OR KAGI (Kleinschia cordata).		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica).		GRAM, CHHWA, CHOLA, MAHALAY OR STNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, DE THUR CADJAN PEA (Cajanus indicus).		SALT.		DISTRICTS.
Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	Half-month of report.	Previous half-month.	
Panjab—continued.												
South-eastern—												
†	†	†	†	19	19	27	28	15	15	11	11	Gurgaon.
20	20	14	14	19	19	27	27	14	14	12	12	Delhi.
†	†	10	10	19	19	25	27	16	16	11	11	Bohtak.
†	†	12	12	20	21	30	30	16	16	10	10	Karnal.
Submontane—												
†	†	16	16	21	22	32	32	14	14	12	12	Ankhal.
†	†	18	17	22	23	35	35	10	9	13	12	Ludhiana.
†	†	20	20	23	24	34	34	†	†	14	13	Jalandhar.
20	20	11	14	24	24	32	32	8	8	16	13	Hoshiarpur.
†	†	15	15	24	24	32	32	†	†	12	12	Gurdaspur.
†	†	23	23	25	25	33	34	12	12	13	12	Anandpur.
†	†	†	†	21	23	23	25	†	†	14	12	Sialkot.
Hills—												
18	18	16	16	15	15	21	21	6	6	9	9	Rimla.
†	†	†	†	21	21	31	31	12	12	11	11	Kangra.
Northern—												
†	†	17	17	18	21	27	26	13	13	16	13	Bawalpindl.
†	†	18	18	16	15	24	25	9	9	11	11	Haryana.
†	†	19	19	18	19	26	28	14	14	16	17	Pathankot.
13	12	†	†	21	21	34	24	†	†	16	10	Kohat.
†	†	8	8	29	32	30	37	10	11	20	20	Bannu.
Western—												
20	20	30	22	24	25	20	20	†	†	13	12	Shahpur.
35	30	35	32	17	19	25	27	6	6	11	12	Jhang.
†	†	22	22	18	20	29	28	†	†	12	4	Multan.
†	†	†	†	19	21	†	†	10	10	12	8	Montgomery.
†	†	†	†	21	20	26	26	12	12	16	4	Dera Ismael Khan.
†	†	†	†	20	20	†	†	9	9	12	12	Muzaffargarh.
†	†	†	†	20	23	†	†	†	†	11	11	Dera Ghazi Khan.
Sind and Baluchistan—												
†	†	†	†	14	15	†	†	11	11	14	14	Karachi.
†	†	†	†	14	14	†	†	9	9	12	12	Hyderabad.
†	†	†	†	8	8	†	†	†	†	12	12	Tiar and Pärkar (Umarkot).
†	†	†	†	19	20	†	†	12	12	13	13	Shikarpur.
†	†	†	†	19	20	†	†	9	9	11	11	Upper Sind Frontier.
†	†	5	5	10	13	16	17	10	10	10	10	Quetta.
Bombay—												
37	36	†	†	12	12	†	†	11	11	10	10	Konkan—
14	14	†	†	8	8	†	†	9	9	10	10	Karwar.
†	†	†	†	12	12	†	†	10	10	9	9	Ratnagiri.
11	11	†	†	14	14	†	†	12	12	12	12	Alibag.
†	†	†	†	14	14	†	†	12	12	12	12	Bombay.
†	†	†	†	17	17	†	†	15	15	10	10	Tanna.
Deccan—												
23	23	†	†	16	16	†	†	14	14	10	10	Dharwar.
†	†	†	†	14	14	†	†	15	15	10	10	Belgaum.
†	†	†	†	14	14	†	†	15	15	12	12	Satara.
†	†	†	†	18	18	†	†	15	15	10	10	Alapour.
†	†	†	†	19	19	†	†	16	16	11	11	Bijapur.
†	†	†	†	14	14	†	†	13	13	11	11	Poona.
Sindh—												
18	18	†	†	16	16	†	†	12	12	13	13	Ahmadnagar.
†	†	†	†	17	17	†	†	12	12	12	12	Nasik.
†	†	†	†	13	13	†	†	15	15	11	11	Dhule.
Gujarat—												
†	†	†	†	14	14	†	†	13	13	12	12	Barat.
†	†	†	†	14	14	†	†	16	16	13	13	Broach.
†	†	†	†	10	10	†	†	12	12	12	12	Kaira.
†	†	†	†	14	14	†	†	14	14	11	11	Baroda Cantonment.
†	†	†	†	16	16	†	†	15	15	13	13	Ahmadabad.
†	†	†	†	21	21	†	†	15	15	12	12	Godhra.
†	†	†	†	16	16	†	†	12	12	13	13	Dias Cantonment.
Madhya Pradesh—												
†	†	†	†	16	16	†	†	13	13	11	11	Raipur.
Central Provinces—												
Western—												
†	†	†	†	17	17	†	†	16	16	10	10	Nimar.
†	†	†	†	16	16	†	†	†	†	9	9	Khandwa.
†	†	†	†	22	22	†	†	18	18	10	10	Mushangabad.
†	†	†	†	20	20	†	†	12	12	9	9	Betul.
†	†	†	†	20	20	†	†	13	13	8	8	Chhindwara.
†	†	†	†	18	18	†	†	17	17	10	10	Nagpur.
†	†	†	†	16	16	†	†	20	20	11	11	Wardha.

\* Not sold.

† Not produced.

‡ Not procurable.



## RETAIL PRICES FOR THE 1st HALF OF MAY 1899—continued (The figures

Districts.	WHEAT.		BARLEY.		RICE.				JAWAR OR CHOLEM ( <i>Anthriscum sorghum</i> .)		BAJRA OR JUMBU ( <i>Pennisetum typhoides</i> .)	
	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.	Half-month of report.	Pre-vious half-month.
<b>Central Provinces—contd.</b>												
Central—												
Narsinghpur . . . . .	14 11	14 —	—	—	10 10	10 10	12 —	12 —	21 5	21 5	—	—
Baer . . . . .	13 12	14 5	—	—	10 10	10 10	14 2	14 2	24 —	24 —	—	—
Damoh . . . . .	15 —	15 —	—	—	12 5	12 5	14 1	14 1	—	—	—	—
Jubbulpore . . . . .	17 —	17 —	—	—	10 8	11 —	15 8	15 8	22 8	22 8	—	—
Mandla . . . . .	20 —	20 —	—	—	13 —	13 —	16 —	16 —	—	—	—	—
Seoni . . . . .	19 9	19 8	—	—	9 —	9 —	16 —	16 —	25 14	25 —	—	—
Belaghat . . . . .	14 —	14 —	—	—	15 —	15 —	20 —	20 —	—	—	—	—
Bhandara . . . . .	16 4	15 —	—	—	—	—	16 4	16 4	—	—	—	—
Chanda . . . . .	12 9	12 9	—	—	—	—	15 8	15 8	25 8	25 5	—	—
Eastern—												
Bilaspur . . . . .	18 4	18 4	—	—	10 11	12 13	16 —	16 4	—	—	—	—
Raipur . . . . .	18 8	18 —	—	—	12 8	17 8	17 8	21 —	—	—	—	—
Sambalpur . . . . .	18 —	16 —	—	—	12 8	12 —	20 —	17 —	—	—	—	—
Berar—												
Buldana . . . . .	13 —	13 —	—	—	7 —	7 —	10 —	10 —	37 —	38 —	27 8	28 8
Bidam . . . . .	15 —	15 —	—	—	6 8	7 —	12 —	12 —	34 8	36 —	—	—
Akola . . . . .	12 4	12 12	—	—	6 8	7 —	8 —	8 4	33 4	33 —	—	—
Killeshpur . . . . .	11 —	11 —	—	—	8 —	8 —	8 —	8 —	27 —	27 —	20 —	20 —
Amravati . . . . .	12 —	12 —	—	—	7 8	7 —	10 —	10 —	32 —	32 —	28 —	28 —
Wan . . . . .	11 8	11 —	—	—	7 —	7 —	8 —	8 —	33 —	36 —	16 —	15 —
Nizam's Territories—												
Secunderabad . . . . .	9 14	9 14	—	—	5 7	5 12	8 8	8 9	19 12	19 12	19 12	19 12
Holaram . . . . .	9 12	9 5	—	—	4 12	4 13	8 12	8 3	21 —	21 —	—	—
Chadarghat . . . . .	10 —	9 12	—	—	6 4	6 4	10 —	9 12	24 2	23 12	23 12	23 12
Madras—												
Malabar Coast—												
Malabar . . . . .	—	—	—	—	—	—	12 2	12 2	—	—	—	—
S. Canara . . . . .	—	—	—	—	—	—	13 11	13 11	—	—	—	—
South central—												
Coimbatore . . . . .	—	—	—	—	—	—	12 8	11 11	20 14	20 —	19 2	19 2
Nilgiris . . . . .	—	—	—	—	—	—	8 13	8 13	—	—	—	—
Baleas . . . . .	—	—	—	—	—	—	11 13	11 13	21 13	21 10	19 2	19 13
Central—												
Bellary . . . . .	—	—	—	—	—	—	11 14	11 14	24 11	24 11	—	—
Anantapur . . . . .	—	—	—	—	—	—	13 8	13 —	27 13	27 13	—	—
Cuddapah . . . . .	—	—	—	—	—	—	11 10	11 10	25 5	24 8	21 13	21 13
Karur . . . . .	—	—	—	—	—	—	11 8	11 8	24 5	24 5	—	—
East Coast, north—												
Ganjam . . . . .	—	—	—	—	—	—	12 —	12 —	—	—	—	—
Vizagapatam . . . . .	—	—	—	—	—	—	10 11	11 —	—	—	21 14	21 14
Godavari . . . . .	—	—	—	—	—	—	13 8	13 —	23 —	22 —	—	—
East Coast, central—												
Kistna . . . . .	—	—	—	—	—	—	15 14	15 14	21 —	21 —	—	—
Nelluru . . . . .	—	—	—	—	—	—	18 2	19 2	20 10	20 10	18 13	18 13
East Coast, south—												
Madras . . . . .	—	—	—	—	—	—	12 13	12 13	—	17 5	—	—
Chingleput . . . . .	—	—	—	—	—	—	13 8	13 8	—	—	—	—
N. Arcot . . . . .	—	—	—	—	—	—	20 —	18 8	20 10	—	24 8	25 —
S. Arcot . . . . .	—	—	—	—	—	—	14 —	14 —	—	—	20 13	20 13
Tanjore . . . . .	—	—	—	—	—	—	13 13	13 13	—	—	26 2	25 6
Tiruchinopoly . . . . .	—	—	—	—	—	—	18 8	12 8	17 8	17 8	20 5	20 5
Southern—												
Tiruvallur . . . . .	—	—	—	—	—	—	12 13	12 2	15 11	15 11	14 6	14 6
Madura . . . . .	—	—	—	—	—	—	13 13	13 13	18 8	16 8	15 6	15 6
Mysore—												
Mysore . . . . .	11 12	11 12	—	—	9 8	10 —	10 8	10 13	—	—	—	—
Bangalore . . . . .	11 9	10 7	8 11	10 —	7 5	8 6	10 8	11 8	27 4	25 8	—	—
Kolar . . . . .	8 —	8 —	8 —	8 —	10 —	10 —	11 —	10 —	—	—	—	—
Tankur . . . . .	11 —	11 —	12 —	12 —	11 8	11 8	12 6	12 —	—	—	—	—
Hassan . . . . .	11 —	10 —	10 —	9 —	10 —	10 —	11 —	12 —	—	—	—	—
Kudur . . . . .	10 —	10 —	10 —	10 —	9 —	9 —	12 —	12 —	—	—	—	—
Channarayana . . . . .	11 8	11 9	—	—	8 7	9 7	12 11	14 11	26 —	20 —	—	—
Chitaldrug . . . . .	13 —	13 —	14 —	14 —	11 12	12 —	13 —	14 —	34 —	32 —	32 —	32 —
Goorg—												
Goorg . . . . .	8 8	8 —	8 —	7 3	8 8	7 3	11 8	11 —	—	—	—	—
Aden . . . . .	7 10	8 —	—	—	6 1	7 3	7 7	8 —	10 10	11 7	8 4	8 3

\* Not sold.



represent the number of aers (of 80 tolas) and chittucks sold for one rupee.)

MAMBA OR HANI (Eleo- sing corn- cand).		KANDU OR KARUN, STATION WIKLET (Sotaria Sateca).		GRAM, CHENNA, CHOLA, KADALAY OR SUMAGA (Cicer aristinum).		MALEE (Zea Mays).		ANNA, OR THUB, CANJAN PRA (Oryza indica).		SALT.		Districts.
Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	Half- month of report.	Pre- vious half- month.	
				24 —	24 —			17 0	17 6	9 2	9 2	Central Provinces—contd. Central— Bamaghpur. Bauger. Damoh. Jubbulpore. Mandla. Seoni. Rajghat. Bhandara. Chanda.
				20 10	20 10			12 18	12 13	10 8	10 6	
				22 14	22 14			11 12	11 12	9 2	9 2	
				23 8	23 8			18 —	18 —	9 8	9 13	
				24 —	24 —			16 —	16 —	9 8	9 8	
				22 6	22 6			16 —	16 —	9 10	9 10	
				21 —	21 —			12 8	12 8	9 —	9 —	
				21 —	21 —			16 4	15 —	9 8	9 8	
				18 13	18 13			14 2	14 2	9 —	9 —	
				21 5	21 5			18 4	18 4	8 —	8 —	Eastern— Bilaspur. Raipur. Sambalpur.
				22 —	22 —			18 —	18 —	9 —	10 —	
				20 —	20 —			14 —	14 —	10 8	10 6	
												Berar— Buldana. Bhind. Akola. Ellenhpur. Amraoti. Wan.
				19 —	18 12			13 —	13 —	10 8	10 8	
				19 —	19 —			14 —	13 12	9 8	9 8	
				16 13	12 12			12 12	13 12	12 8	11 12	
				14 —	14 —			20 —	22 —	10 —	10 —	
				16 —	16 —			15 —	15 —	11 —	11 —	
				16 —	16 —			21 —	21 —	9 8	9 8	
												Nizam's Territories— Secunderabad. Holkar. Chadarghat.
31 —	21 —	*	*	13 13	13 14	*	*	13 15	13 14	9 24	9 24	
5	5	*	*	14 9	14 —	*	*	15 —	14 —	8 12	8 12	
				15 10	15 —	*	*			8 7	8 12	
												Madras— Malabar Coast— Malabar. S. Canara.
										13 14	13 13	
										11 14	11 14	
												South, central— Coimbatore. Nilgiris. Belum.
21 8	19 11									10 11	11 8	
35 14	23 14									10 10	10 10	
										11 5	11 5	
										11 13	11 13	Central— Bellary.
27 3										13 13	13 0	
27 8	27 8									11 8	11 8	
27 18	27 —									12 3	12 3	Anantapur. Cuddapah. Kasul.
29 10	29 10									10 21	10 8	
												East Coast, north— Canjam. Vizagapatam. Godavari.
30 11	30 11									10 —	10 —	
33 11	23 3									15 2	13 10	
41 18	23 10									12 2	12 2	
												East Coast, central— Kistna. Nullore.
38 6	28 5									13 8	13 3	
25 —	25 2									12 13	12 13	
												East Coast, south— Madras. Chingapat. N. Arcot. S. Arcot. Tanjore. Trichinopoly.
22 10	22 10									12 14	12 14	
21 14	19 3									13 5	13 5	
27 5	25 13									12 2	12 2	
19 14	19 14									13 5	13 3	
27 8	26 8									12 14	12 14	
24 14	24 5									12 —	12 —	
												Southern— Tinnevely. Madurai.
17 13	17 13									13 8	13 13	
10 6	19 6									13 2	13 2	
												Mysore— Mysore. Bangalore. Kolar. Tumkur. Hassan. Kodur. Shimoga. Chitaldrug.
29 —	29 —			11 13	12 8			9 2	9 8	10 8	10 13	
26 4	24 8			12 9	12 9			11 —	11 8	10 8	11 8	
33 —	32 —			10 —	10 —			10 —	10 —	10 —	10 —	
40 —	40 —	32 —	32 —	14 —	14 —			11 —	11 —	10 —	10 —	
30 —	28 10			16 —	16 —			10 —	10 —	10 —	10 —	
25 —	25 —			12 —	12 —			10 —	10 —	10 —	10 —	
37 13	30 14			14 11	15 12			14 11	14 11	11 9	10 8	
38 —	38 —	40 —	40 —	18 —	18 —			14 —	14 —	9 —	9 —	
23 —	24 8			24 —	23 8			9 8	8 8	10 8	10 —	Coorg— Coorg.
				9 11	12 14			5 —	8 11	32 —	32 —	Adon.

\* Not sold.

J. E. O'CONNOR,  
Director-General of Statistics.J. F. FINLAY,  
Secretary to the Government of India.FINANCE AND COMMERCE DEPARTMENT  
June 23, 1899.




GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

*Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).*  
(In thousands of Rupees)

	IN THE TWO MONTHS, APRIL AND MAY, OF									
	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99.	1899-00.
<b>IMPORTS (GROSS REVENUE)</b>										
Arms, Ammunition, and Military Stores	42	57	51	45	50	48	68	58	51	38
Liquors:										
Spirit	9.08	8.68	9.33	8.59	9.17	10.36	9.95	9.19	10.27	11.38
Other liquors	1.12	1.29	1.09	1.18	1.01	1.20	1.08	1.03	99	1.08
Apparel, including haberdashery and millinery	—	—	—	—	1.09	1.11	1.17	76	82	1.04
Chemical products and preparations	—	—	—	—	53	44	44	41	37	—
Cotton manufactures:										
Twist and yarn	—	—	—	—	—	2.63	—	—	—	—
Piece goods, grey	—	—	—	—	—	9.61	8.63	6.49	7.48	5.00
" white	—	—	—	—	—	3.59	3.24	2.76	3.14	3.88
" coloured	—	—	—	—	—	3.09	3.44	1.86	2.93	4.38
Other goods	—	—	—	—	—	43	18	16	17	30
Drugs, medicines, and narcotics	—	—	—	—	60	55	52	61	52	60
Dyeing and tanning materials	—	—	—	—	41	62	71	57	70	73
Glass and glassware	—	—	—	—	60	65	77	42	52	54
Hardware and cutlery	—	—	—	—	1.24	1.26	1.27	1.21	1.24	1.30
Metals:										
Copper	—	—	—	—	66	1.46	1.64	4.00	65	34
Iron and steel	—	—	—	—	51	78	72	71	67	61
Silver	—	—	—	—	4.41	4.71	4.40	9.11	8.87	5.49
Tin	—	—	—	—	20	23	25	22	10	7
Other metals	—	—	—	—	97	63	46	31	44	33
Oils: Petroleum	2.84	3.38	3.34	3.57	2.90	8.02	5.56	8.52	6.80	6.91
Paints and colours	—	—	—	—	31	29	33	27	30	27
Paper	—	—	—	—	38	44	43	26	38	46
Provisions	—	—	—	—	69	1.43	1.39	1.34	1.14	1.03
Silk, raw and manufactured	—	—	—	—	1.75	1.91	1.91	1.13	1.15	1.38
Spices	—	—	—	—	75	52	67	73	65	92
Stationery	—	—	—	—	24	24	31	19	19	26
Sugar	—	—	—	—	2.40	3.56	2.02	3.07	2.61	3.17
Tea	—	—	—	—	29	27	33	18	8	6
Umbrellas	—	—	—	—	58	40	32	35	30	34
Wood and timber	—	—	—	—	16	23	19	17	11	18
Woollen goods	—	—	—	—	63	58	60	59	60	50
Imports by post	—	—	—	—	22	21	26	25	26	28
All other articles	1	...	...	1	3.51	4.08	3.75	3.39	3.58	3.62
<b>TOTAL</b>	<b>13.47</b>	<b>13.92</b>	<b>14.27</b>	<b>13.80</b>	<b>36.71</b>	<b>66.01</b>	<b>57.60</b>	<b>57.84</b>	<b>58.63</b>	<b>61.24</b>
<b>EXPORTS (GROSS REVENUE)</b>										
Rice and rice-flour	22.43	16.20	11.34	15.06	17.92	12.20	15.60	10.39	19.99	17.38
<b>TOTAL GROSS REVENUE</b>	<b>30.90</b>	<b>30.12</b>	<b>25.61</b>	<b>28.86</b>	<b>54.63</b>	<b>83.21</b>	<b>73.20</b>	<b>68.13</b>	<b>78.62</b>	<b>78.62</b>
<b>TOTAL NET REVENUE</b>	<b>30.16</b>	<b>29.18</b>	<b>24.91</b>	<b>28.00</b>	<b>53.49</b>	<b>81.50</b>	<b>71.01</b>	<b>66.88</b>	<b>77.10</b>	<b>77.55</b>
<b>Provincial distribution of Net Customs Revenue</b>										
Bengal										
Import	3.27	3.88	4.47	3.57	9.15	19.76	19.32	18.46	20.57	24.35
Export	2.79	2.36	2.34	2.81	2.28	3.55	2.62	1.50	3.24	2.89
Bombay										
Import	4.76	4.66	4.64	5.23	12.73	27.39	24.31	26.17	24.05	21.18
Export	45	31	41	49	50	68	75	57	86	41
Sind										
Import	1.27	1.34	.95	1.28	2.64	3.99	3.74	3.33	3.98	4.00
Export	25	19	20	13	16	17	11	20	37	25
Madras										
Import	2.23	2.04	1.92	1.76	3.75	7.56	3.83	4.75	3.95	4.73
Export	76	61	65	73	1.19	97	1.27	2.15	82	1.13
Burma										
Import	1.64	1.60	1.93	1.58	2.72	5.90	4.65	4.32	5.15	5.79
Export	12.74	12.19	7.50	10.42	13.37	11.53	10.41	5.43	14.11	11.84



 Continuation Sheets of Supplement  
to the Gazette of India published at  
Calcutta



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

RESERVATION OF A CERTAIN NUMBER OF CIVIL SURGEONCIES FOR CIVIL ASSISTANT SURGEONS.

Nos. 1084—93.

*Extract from the Proceedings of the Government of India in the Home Department (Medical),—under date Simla, the 22nd June, 1899.*

Read—

Home Department Resolution Nos. 1141—50, dated the 22nd August 1898, regarding the improvement of the position and prospects of Civil Assistant Surgeons.

RESOLUTION.

In paragraph 8 of the Resolution cited in the preamble, the Government of India sanctioned the reservation of 19 Civil Surgeoncies for Civil Assistant Surgeons, and stated that they were in correspondence with Local Governments with the object of increasing the number to 28. Arrangements have now been made to reserve 28 Civil Surgeoncies for Civil Assistant Surgeons, distributed amongst the provinces as follows:

Madras	...	...	...	...	...	5
Bombay	...	...	...	...	...	3
Bengal	...	...	...	...	...	7
North-Western Provinces and Oudh	...	...	...	...	...	4
Punjab	...	...	...	...	...	3
Burma	...	...	...	...	...	4
Central Provinces	...	...	...	...	...	2
TOTAL						28

The complete arrangement cannot be made at once; as occasion offers, the districts will be placed in charge of Civil Assistant Surgeons until the maximum number (28) is reached.

ORDER.—Ordered that a copy of this Resolution be forwarded to all Local Governments and Administrations (except Coorg and Hyderabad) for information and guidance, and to the Department of Finance and Commerce for information.

Ordered also that the Resolution be published in the Supplement to the *Gazette of India*.

[True Extract.]

A. H. L. FRASER,  
Offg. Secy. to the Govt. of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on  
Saturday, June 17th, 1899.**

Monsoon rainfall has continued steadily during the week in Burma, Bengal, Assam and on the west coast. On the 12th rainfall was more general and widely distributed than it had been at the commencement of the week and continued to be fairly general on the 13th and 14th. The Punjab, Sind, Rajputana and Gujarat have received only a few showers.

With the exception of the disturbed area in the Arabian Sea near the Bombay Coast and at the head of the Bay, winds have been fairly normal in direction, but have nearly everywhere been lighter than is usual at this time of the year.

The variations in temperature have been generally dependent on the distribution of rainfall. Temperature has been below the normal in Burma, Bengal, Assam and on the west coast, and the mean temperature of the whole country was lowest on the 13th and 14th, days of general and extended rainfall. In Sind and Rajputana temperature was above the normal on almost every day of the week. The greatest changes in temperature occurred in the Punjab where it was largely in excess at the commencement of the week, the mean temperature of the whole province being  $6.5^{\circ}$  above the normal. The temperatures reported on Thursday, the 15th, were on an average  $6.3^{\circ}$  below the normal, there having thus been in four days a change in the variation from the normal of  $+6.5^{\circ}$  to  $-6.3^{\circ}$  or nearly  $13^{\circ}$ .

**Daily Summary.**—*Sunday, June 11th.*—Pressure had risen over North-Eastern India, was steady along the west coast and had fallen elsewhere. A shallow depression lay over parts of the North-Western and Central Provinces, and there was an area of relatively low pressure over the Arabian Sea near the Bombay Coast. Easterly winds were extending in Northern India, but the wind force was lighter than usual in most parts of the country. Temperature was lower than usual in Burma, Assam, Bengal, Bihar and Berar and normal or above the normal elsewhere. General rain had fallen over Burma, Assam, Lower Bengal and the west of the Peninsula.

*Monday, June 12th.*—By a brisk rise in pressure along the foot of the North-West Himalayas the area of lowest pressure had been transferred southwards from the West Punjab to Upper Sind. The low pressure area over the Arabian Sea continued. Easterly winds had continued to extend in the north and were reported as far west as Rawalpindi. Temperature was about normal over Burma and Lower Bengal, above the normal in the Punjab and over the southern half of the Peninsula, and below the normal elsewhere. Rainfall had been general over Burma, Assam and the west coast.

*Tuesday, June 13th.*—The barometer had fallen everywhere, and the low pressure area in the Arabian Sea showed signs of intensifying. The direction of the winds was fairly normal, except on the Bombay Coast, where south-easterly winds were reported. Temperature was higher than usual in the West Punjab,



Rajputana, Gujarat and part of Madras and below the normal elsewhere. Rainfall had been more general and widely extended, and some moderately heavy falls were reported from Western India.

*Wednesday, June 14th.*—The barometric changes had been irregular. The low pressure area off the Bombay Coast was apparently growing deeper, and at the head of the Bay cyclonic conditions were developing, winds having cyclonic directions at the north of the Bay and in Deltaic Bengal where a small shallow depression was shown. Temperature was above the normal in the West Punjab, Sind, Rajputana, Gujarat, part of Madras and Lower Burma, and lower than usual in other parts of the country. With the exception of the Punjab, Rajputana, North Bombay and the central parts of India, where little or no rain had fallen, rainfall had been more or less general, and moderately heavy showers were reported from Burma, Bengal and the west coast.

*Thursday, June 15th.*—The low pressure area off the Bombay Coast had almost disappeared, but the depression at the head of the Bay continued, though it had hardly developed at all during the previous twenty-four hours. Very high winds were reported from the Bombay Deccan, but the winds on the west coast had veered to their normal monsoon directions. Higher temperatures than usual had been registered in Sind, Rajputana, Gujarat, the Central Provinces and the Madras Coast, but elsewhere temperature was below the normal. In Bengal, Burma and the West Peninsula rainfall had been general and in some places heavy, but there had been practically no rain over the central parts of the country, Sind, Gujarat and South Madras.

*Friday, June 16th.*—The distribution of pressure was somewhat irregular and unusual, a large area of low pressure occupying nearly the whole of Central and Northern India. Off the Bombay Coast pressure was again unsteady and conditions unsettled. The small depression at the head of the Bay had moved inland over Orissa. From Ratnagiri northwards light winds were reported, but in other parts of the west coast and in the Deccan winds were very strong. Temperature had fallen fast in Orissa and Gujarat and was below the normal in Orissa, Upper India and at Bombay. General rain had been received in Burma, Assam, Bengal and the west of the Peninsula, and some heavy showers were reported from the west coast and Bengal.

*Saturday, June 17th.*—Pressure had fallen briskly over the Punjab and risen generally over the Peninsula and Lower Burma, a tendency being thus shown to the re-establishment of the normal distribution of pressure. Small areas of squally unsettled weather existed over the head of the Bay and over the north-east of the Arabian Sea. At False Point and Veraval unsteady local north-east winds were blowing, but a fairly general south-easterly and easterly current prevailed over Bengal and up the Gangetic Plain as far as the Punjab. The mean temperature had risen fast in the Punjab and fallen fast in Chota Nagpur and the Bombay Deccan. There had been little or no rain in Upper and Central India and the centre and east of the Peninsula, but in the other parts of the country rainfall had been general and seasonable.

*Temperature.*—The mean temperature of the week has been lower than usual over the greater part of India. The deficiency has been considerable to large in Chota Nagpur, the North-West Provinces and Oudh, the mean temperature for the whole of the North-West Provinces and Oudh being  $8.9^{\circ}$  below the normal on the 13th, and  $9.8^{\circ}$  below the normal on the 14th. Temperature has been generally in excess in Sind and Rajputana and, during the first part of the week, in the Punjab. The changes in temperature have been large in the Punjab, the variations from the normal changing from  $+6.5^{\circ}$  on the 11th to  $-6.3^{\circ}$  on the 15th. In Burma temperature throughout the week approximated closely to the normal, as the largest variation was only  $-1.3^{\circ}$  on the 11th.



The following table gives the mean temperature variation data for the week :

Province.	JUNE 1899.							Mean variation of week.
	11th	12th	13th	14th	15th	16th	17th	
	°	°	°	°	°	°	°	°
Burma . . . . .	-1.3	-0.2	-0.2	-0.4	-0.6	-0.8	-0.2	-0.5
Assam . . . . .	-7.0	-3.7	-3.6	-1.4	-0.4	-0.7	-2.1	-2.7
Bengal . . . . .	-5.1	-0.9	-1.2	-1.9	-1.5	-2.3	-2.8	-2.2
Orissa . . . . .	0	-3.1	-1.7	-2.0	-1.4	-3.6	-5.5	-2.8
Bihar . . . . .	-3.3	-3.2	-2.1	-3.6	-2.0	-0.2	-3.3	-2.5
Chota Nagpur . . . . .	+2.1	-2.6	-4.8	-6.1	-3.7	-1.8	-5.0	-3.1
N.-W. P. and Oudh . . . . .	-0.2	-6.2	-8.9	-9.8	-7.3	-3.7	-3.7	-5.7
Punjab . . . . .	+6.5	+4.6	-1.2	-2.8	-6.3	-5.4	-0.5	-0.7
Sind . . . . .	+0.3	-0.4	-0.3	+0.2	+2.5	+0.6	+0.1	+0.4
Rajputana . . . . .	+2.4	+1.8	+3.6	+3.8	+0.4	+0.9	+0.5	+1.9
Gujarat . . . . .	-0.2	-0.1	+0.5	+1.9	+3.2	-0.3	-1.8	+0.5
Central India . . . . .	-0.2	-3.4	-5.0	-2.7	-2.3	+0.7	+0.9	-1.7
Central Provinces . . . . .	-0.8	-4.1	-2.7	-0.8	+1.6	+2.8	+3.1	-0.1
Berar . . . . .	-1.2	-2.6	-3.3	-2.5	-0.8	+1.8	+1.4	-1.0
West Coast . . . . .	-0.7	-1.3	-1.6	-1.7	-1.4	-1.1	-1.5	-1.3
Bombay Deccan . . . . .	+1.2	-0.7	-3.7	-1.6	-0.5	-1.7	-1.8	-1.3
Mysore . . . . .	+0.9	+0.5	-0.7	-0.6	+0.1	+1.7	-1.8	0
Madras Coast . . . . .	+3.7	+1.2	-0.8	+0.8	+0.7	-0.2	+0.4	+0.8
Madras Deccan . . . . .	+0.9	+1.8	-0.4	+0.3	-0.3	+1.4	+1.2	+0.7
South India . . . . .	+1.7	+2.0	+0.5	+0.1	-0.4	-0.5	-0.8	+0.4
Mean for whole of India . . . . .	0	-1.0	-1.9	-1.5	-1.0	-0.7	-1.2	-1.0

The mean temperature for the whole country was normal on the 11th, but for the whole of the remainder of the week it was in defect, the deficiency being largest on the 13th when it amounted to 1.9°. For the whole week the mean variation was -1.0°.

The following gives the highest maximum reported on each day :

June 11th . . . . .	117.1°	at Jacobabad.
" 12th . . . . .	116.1°	" Do.
" 13th . . . . .	114.2°	" Do.
" 14th . . . . .	113.2°	" Do.
" 15th . . . . .	112.2°	" Do.
" 16th . . . . .	107.7°	" Jodhpur.
" 17th . . . . .	111.3°	" Jacobabad.

**Rain.**—There has been a gradual extension of easterly winds and of monsoon rainfall in Northern India during the past week. On Sunday general rainfall was confined to Burma, Assam, Lower Bengal and the West Peninsula; on Monday to only Burma, Assam and the west coast, but showers were more numerous in Central India and the North-Western Provinces. Rainfall was much more widely extended on Tuesday, Wednesday and Thursday, the only provinces where it was insignificant or altogether wanting being Sind, Rajputana, the Punjab, the central districts and the greater part of Madras. On Friday and Saturday the rain reported was chiefly from Burma, Bengal, Assam and the west of the Peninsula.

Rain has fallen every day in Burma, Bengal, Assam, Bihar and the west coast, but it has been lighter than usual in Burma, Assam and Deltaic and North Bengal. It has been heavier than usual in the remaining districts of Bengal and on the west coast. Rainfall in excess of the normal has, during the past



week, also fallen in the North-Western Provinces, the south-eastern, southern, submontane and hill districts of the Punjab, Gujarat, Kathiawar and the East Coast (North). The largest absolute variations from the normal rainfall of the week occurred in the west coast districts, and were: Coorg + 11.52 inches, Malabar + 6.32 inches and the Konkan + 5.29 inches.

The last three columns of the table at the end show that the rainfall of the period 4th to 17th June was normal or in slight defect in Burma, normal in Deltaic Bengal and Bihar, in slight defect in North and East Bengal, and in excess in Assam and the remaining divisions of Bengal. Rainfall was slightly to considerably in excess in the North-Western Provinces and in Gujarat and Kathiawar and normal or in slight excess in the west coast districts. Less rain than usual has been received in the central, northern, western and hill districts of the Punjab, the Central Provinces, Rajputana, Central India and Madras.

The following were the principal large totals recorded at individual stations during the week:

Burma	Maungolaw (Akyab)	16.55 inches.
Assam	Cheera Poonjee (Khasia Hills)	16.99 "
West Peninsula	Kayetri (Malabar)	25.95 "
	Karkul (South Kanara)	27.85 "
	Virajpet (Coorg)	18.01 "
	Bhatkol (North Kanara)	28.62 "
	Rajapur (Ratnagiri)	24.52 "
	Chandgore (Belgaum)	18.33 "
	Bavda (Kolhapur)	20.04 "



PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 17TH, 1899.			RAINFALL DATA FROM JUNE 4TH TO JUNE 17TH, 1899.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in Inches.	Average actual rainfall of season to date.	Average normal rainfall, June 4th to June 17th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	1. Tenasserim	6.16	10.66	— 4.50	13.98	20.08	— 30
	2. Lower Burma Deltaic	3.68	4.23	— 0.55	6.90	8.72	— 21
	3. Central do.	2.43	2.83	— 0.40	4.59	5.93	— 23
	4. Upper do.	1.64	2.62	— 0.98	4.95	5.15	— 4
	5. Arakan	11.18	14.35	— 3.17	17.44	20.65	— 35
BENGAL AND ASSAM	6. Eastern Bengal	3.98	5.71	— 1.73	7.34	10.14	— 28
	7. Assam Surma	6.31	6.61	— 0.31	21.34	11.85	+ 80
	8. Do. Hills	6.48	8.48	— 2.00	23.13	14.72	+ 57
	9. Do. Brahmaputra	3.89	4.00	— 0.11	10.16	7.52	+ 35
	10. Deltaic Bengal	4.34	2.66	+ 1.68	4.96	5.04	— 1
	11. Central do.	4.54	2.59	+ 1.95	5.78	4.55	+ 27
	12. North do.	3.93	6.33	— 2.40	13.70	10.96	+ 25
	13. Bengal Hills	11.07	7.30	+ 3.77	14.72	11.53	+ 28
	14. Orissa	4.37	1.66	+ 2.71	4.60	2.82	+ 63
	15. Chota Nagpur	4.22	1.85	+ 2.37	4.58	2.86	+ 60
	16. South Bihar	1.98	1.46	+ 0.52	2.01	1.85	+ 9
	17. North do.	2.75	2.26	+ 0.49	2.95	3.13	— 6
NORTH-WESTERN PROVINCES AND ODISH.	18. N.-W. P. East	1.56	0.97	+ 0.59	1.56	1.18	+ 32
	19. South Oudh	0.85	0.80	+ 0.05	0.80	1.03	— 14
	20. North do.	1.88	0.94	+ 0.94	1.88	1.30	+ 45
	21. N.-W. P. Central	1.15	0.74	+ 0.41	1.15	0.92	+ 25
	22. Do. West	1.36	0.37	+ 1.00	1.56	0.50	+ 179
	23. Do. East Submontane	2.25	1.17	+ 1.08	2.25	1.54	+ 46
	24. Do. West do.	1.40	0.91	+ 0.55	1.46	1.28	+ 14
	25. Do. Hills	3.10	1.25	+ 1.85	3.10	2.69	+ 51
PUNJAB	26. South-East Punjab	1.01	0.26	+ 0.75	1.01	0.49	+ 106
	27. South do.	0.46	0.20	+ 0.26	0.46	0.40	+ 15
	28. Central do.	0.15	0.20	— 0.14	0.15	0.45	— 67
	29. Punjab Submontane	0.61	0.37	+ 0.24	0.71	0.64	+ 11
	30. Do. Hills	0.85	0.77	+ 0.08	0.91	1.58	— 42
	31. North Punjab	0.17	0.20	— 0.03	0.17	0.35	— 51
	32. West do.	0.10	0.12	— 0.02	0.10	0.20	— 50
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	33. Malabar	15.50	9.18	+ 6.32	20.40	19.21	+ 6
	34. Madras South-Central	1.42	1.56	— 0.14	2.25	2.76	— 18
	35. Coorg	17.75	6.23	+ 11.52	18.92	12.46	+ 51
	36. Mysore	1.78	1.22	+ 0.56	2.58	2.38	+ 8
	37. Konkan	12.24	6.95	+ 5.29	14.20	12.57	+ 13
	38. Bombay Deccan	2.85	1.28	+ 1.57	3.90	2.95	+ 35
	39. Hyderabad North	1.78	...	...	1.80	...	...
	40. Khandesh	2.86	1.19	+ 1.67	3.73	2.65	+ 41
CENTRAL PROVINCES AND BERAR.	41. Berar	1.39	1.62	— 0.23	2.62	2.75	— 5
	42. Central Provinces West	0.50	1.72	— 1.22	0.77	2.73	— 72
	43. Do. do. Central	0.95	1.73	— 0.78	1.03	2.33	— 56
	44. Do. do. East	1.94	1.97	— 0.03	2.04	2.88	— 29
BOMBAY (NORTH)	45. Gujarat	1.92	0.87	+ 1.05	2.13	1.36	+ 57
	46. Kathiawar	0.88	0.49	+ 0.39	1.48	0.70	+ 111
	47. Sind	0	0.02	— 0.02	0	0.04	— 100
	48. Baluchistan Hills	0	0.02	— 0.02	0	0.02	— 100
RAJPUTANA AND CEN- TRAL INDIA.	49. Central India East	0.91	1.76	— 0.85	1.74	3.02	— 42
	50. Rajputana East, Central India West.	0.39	0.72	— 0.33	0.39	1.37	— 71
	51. West Rajputana	0	0.42	— 0.42	0	0.62	— 100
MADRAS	52. East Coast North	1.27	1.12	+ 0.15	1.60	1.84	— 13
	52-A. Do. do. (a)	0	3.23	— 3.23	0.70	6.67	— 90
	53. Hyderabad South	0.37	...	...	2.66	...	...
	54. Madras Central	0.17	0.74	— 0.57	0.62	1.41	— 56
	55. East Coast Central	0.34	0.64	— 0.30	0.42	1.33	— 68
	56. Do. South	0.10	0.43	— 0.33	0.32	1.02	— 69
	57. Madras South	0.13	0.27	— 0.14	0.15	0.64	— 80

W. A. BION,  
for Meteorological Reporter to the  
Government of India.

SIMLA, 22nd June, 1899.

M. FINUCANE,  
Offg. Secretary to the Government of India



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

## Weekly Report on the state of the Season and Prospects of the Crops.

**Madras.**—*For week ending 17th June.*—The rainfall was heavy on the West Coast and on the Nilgiris; good in the Northern districts and light in the southern part of the Circars, but there was little or none elsewhere. The water-supply is normal. Ploughing is very general and sowing is proceeding under the larger irrigation works and on the West Coast, but rain is now wanted for general sowing. The standing crop is generally in good condition. Such harvest as there is, is yielding fairly. Pasture is scarce, but fodder is sufficient. Cattle are in normal condition. Prices are slightly dearer in the Deccan; elsewhere they are almost stationary.

**Bombay.**—*For week ending 22nd June.*—There was rain throughout the Presidency Proper during the week; the fall was heavy in the Konkan and good or moderate elsewhere, except in Bijapur and in the greater part of Sholapur, where the fall was light and insufficient for general sowing. Ploughing and sowing operations are progressing generally and transplantation in Kanara and Hyderabad. Sowings are retarded by excessive rain in parts of Dharwar and Kanara. Fodder is sufficient, except in parts of Sind. A deficiency of water exists in parts of Sind and Baroda territory. Agricultural stock is healthy. Prices have risen in seven and fallen in two districts.

**Bengal.**—*For week ending 19th June.*—Cloudy and unsettled weather prevailed during the week, and good general rain fell in every district. The agricultural prospects of the Province are so far very favourable. The sowing of early rice and jute is nearly finished and the young plants are doing well. Lands are being ploughed and the sowing of the autumn crops and winter rice is going on. The condition of young sugarcane is generally good. A large flight of locusts passed through a portion of the Patna district, but no damage is reported. Locusts are still reported from Dacca. The fodder-supply is everywhere sufficient, except in one thana in Manbhum. No important change in the price of common rice is reported.

**North-Western Provinces and Oudh.**—*For week ending 21st June.*—Rain has been general in the Province. Preparations for the autumn crop sowings are in active progress everywhere, and early crops are being sown in some districts. Indigo and sugarcane are doing well. Supplies and fodder are sufficient. Prices have risen in places, otherwise they are almost stationary or falling slightly.

**Punjab.**—*For week ending 22nd June.*—Rain has fallen in all districts, except Amritsar, Shahpur, and Peshawar. Harvesting of spring crops is nearly over. Extra spring crops, as well as the standing autumn crops, are being watered. Rice and maize are being sown in Peshawar. Ploughings and sowings of autumn crops continue. More rain is urgently wanted. The outturn of the spring crops is reported average or below average and that of the extra spring crops is expected to be fair to average; but is below average in Ferozepore and Dera Ismail Khan. Recent rain has been beneficial to the standing crops and will help ploughings, but more is required for sowing purposes. Hail fell in parts of Lahore and damaged the crops. Cattle are said to be in fair condition, except in Hissar, Delhi, Shahpur, and Dera Ismail Khan, where they are getting lean. Fodder is scarce in Delhi, Shahpur, and parts of Hissar, Lahore, Peshawar and Dera Ismail Khan districts. Prices—especially of wheat—are rising in Hissar and Dera Ismail Khan; falling in Rawalpindi and Peshawar; and are unchanged elsewhere. Wheat is selling from 16½ to 22½.



barley 29 to 32, gram from 20 to 29, maize 26 to 32, great millet 19, bulrush-millet 18 to 23½, and rice 14 to 15 seers per rupee.

**Central Provinces.**—*For week ending 20th June.*—There has been general rain over the Provinces. Saugor received 3·09 inches; Seoni 3·44; and Sambalpur 4·09. In the remaining districts the falls have been lighter. Ploughing operations are almost completed and sowing is in progress in some parts of the Provinces. In Saugor, Damoh, and Hoshangabad 4,678, 2,383, and 589 persons, respectively, are in receipt of village relief; and in the last district 68 persons are in receipt of gratuitous relief. The demand for relief is apparently diminishing. Scarcity of fodder and water continues in parts of the Provinces. Prices are generally rising steadily; the price of wheat, gram, rice, and *juar* has risen in some districts, and has fallen in others. The cheapest prices are—wheat 21, gram 36, rice 21, and *juar* 27 seers per rupee; the dearest prices are—wheat 22½, gram 18, rice 10, and *juar* 19½ seers per rupee.

**Burma.**—*For week ending 17th June.*—In Lower Burma ploughing is progressing in all districts. Sowing has also commenced in six districts and young plantain are being transplanted in parts of Henzada. Sowing on hill sides in the Tavoy district is nearly completed. In Upper Burma reaping of the dry weather crop has been completed in parts of Katha and Pakòkku. The crop has suffered from excessive rain as reported last week. Early paddy is being reaped in Mandalay. Sowing on the hill sides in the Northern districts continues in Kyaukse. Transplanting of the early wet weather crop is completed. Ploughing for and sowing of the wet weather paddy crop and the early upland crops such as cotton, sesamum, and maize continue in most districts. The condition of the standing crops is fair, except in the Pagan sub-division of the Myingyan district, where more rain is wanted; and in three townships of Mandalay where the floods have done damage. The price of paddy has been stationary during the week, except for a slight fall in Rangoon, Amherst, Bassein, and Thongwa.

**Assam.**—*For week ending 20th June.*—The weather is wet and unfavourable for tea, but prospects are improving in Sibsagar. Sowing of early rice is finished in the Assam Valley. Ploughing for late rice, planting of sugarcane, and sowing of late rice seedlings are in progress. Prospects of early rice are fair on low lands, but the crop has been somewhat damaged by floods in the Surma Valley and partly in Nowgong. Tea blight is prevalent in Kamrup and Cachar. Fodder is scarce in parts of Sylhet. Prices—common rice—Silchar and Dhubri 17; Sylhet 19; Gauhati 17; Tezpur, Sibsagar, and Dibrugarh 12; and Nowgong 13 seers per rupee.

**Mysore and Coorg.**—*For week ending 20th June.*—**MYSORE:** Rainfall—16 cents in the Civil and Military station and rain general and good in parts of Hassan, Kadir, and Shimoga. Prices have slightly risen in Bangalore and Mysore. *Ragi* (*Eleusine coracana*) has been sown in parts of Tumkur and Mysore.

**COORG:**—Rainfall—18 inches 84 cents. Ploughing for rice continues. Prices of food-grains are stationary. Water and fodder for cattle are sufficient.

**Berar and Hyderabad.**—*For week ending 21st June.*—**BERAR:** The weather is warm with seasonable rainfall. Preparation of land for the monsoon crop is well advanced. Sowing of cotton has commenced. Fodder and water are insufficient in parts of the Province. Prices are fluctuating.

**HYDERABAD:** Rainfall during the week—76 cents. Autumn sowings have commenced in parts. Prices of grain are stationary. Prices—wheat 10, coarse rice 10½, and *jowari* 24½ seers per current sicca rupee.

**Central India.**—*For week ending 21st June.*—Good rain fell in Central India during the week. Agricultural operations have been completed in Gwalior and are in progress elsewhere. Agricultural stock and pasturage are in good condition. Prices are above normal in Bundelkhand and normal elsewhere.



**Rajputana.**—*For week ending 21st June.*—Good rain fell during the week—Abu received 3·04 inches; Serohi 1·80; Meywar 1·97; Shahpura 1·5; Bikanir 1·15; Merwara over 1·00 inch; Pertabgarh ·72; Bhurtpore ·60; and Ajmere ·38; the fall was slight elsewhere, but there was no rain in Marwar and Jey-sulmere. Agricultural operations are proceeding satisfactorily. Ploughing and sowing are progressing in parts. The condition of cattle and fodder is unchanged. Prices are rising in Kotah and Haraoti; slightly in Ajmere; and are steady elsewhere. Four persons emigrated from Ajmere during the week. The total emigration from Merwara to date numbers—4,431. The numbers employed on relief works were—Ajmere 568, Merwara 7,926, and Marwar 996. There are also 311 on ordinary works and 267 on gratuitous relief in Ajmere-Merwara. Prices have risen slightly in Ajmere, Beawar, and Marwar.

**Kashmir.**—*For week ending 20th June.*—The weather is fine. Prospects of the spring crops are excellent. Prices continue below normal. Rice—27 seers per rupee.

**JAMMU PROVINCE.**—*For week ending 21st June.*—Slight rain fell during the week. Prices are falling slightly. Prices—wheat 16 to 22, and maize 23 to 31 seers per rupee. The condition of the standing crops is fair. Sowings of the autumn crops are in progress. Fodder is sufficient.

**Nepal.**—*For week ending 17th June.*—Rainfall—2·26 inches. The weather is stormy and showery. Indian-corn and upland rice are doing well. Rice—8½ seers per rupee.

M. FINUCANE,

*Offg. Secretary to the Government of India.*



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

**STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY  
11TH JUNE 1898, AND FROM 1ST JANUARY TO 10TH JUNE 1899.**

N.B.—As regards the figures in column Total earnings from 1st January 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st half of 1898.	WEEK ENDING 11TH JUNE 1898.				WEEK ENDING 10TH JUNE 1899.				Earnings from 1st January to 11th June 1898.	Earnings from 1st January to 10th June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			TOTAL.	Per mile open.		TOTAL.	Per mile open.						
State lines worked by companies.													
Standard gauge—													
East Indian	394	1,740	11,11,210	639	1,747	11,52,000	639	2,90,37,119	2,88,13,000	...	...	...	
Bengal Central	162	125	16,580	132	125	16,800	134	4,79,769	1,69,000	...	...	...	
Bengal-Nagpur	181	962	1,24,490	129	1,106	1,54,000	121	38,14,338	42,28,000	4,11,662	...	...	
Indian Midland (incldg. Bhopal-Itarsi)	171	800	1,45,513	207	808	1,23,000	147	32,53,743	34,15,000	1,61,257	...	...	
Beawada extra. (East Coast State)	191	21	2,814	124	21	2,700	139	90,207	73,200	...	...	...	
Washermanpet-Bombay sec. (Box-Mad.)	119	9	836	93	9	3,800	311	23,329	39,600	14,771	...	...	
Metro gauge—													
Rajputana-Malwa (incldg. G.-E.-Nagda)	204	1,815	5,97,100	324	1,815	4,44,000	243	1,10,43,770	1,11,03,000	1,20,230	...	...	
Pilantur-Deosa	44	17	1,124	66	17	900	53	15,070	10,000	1,824	...	...	
South Indian	161	1,042	1,74,270	167	1,023	1,62,000	168	37,57,381	38,40,000	...	...	...	
Mayavaram-Mulpet	68	54	5,200	68	54	5,400	100	1,07,730	1,04,000	...	...	...	
Southern Mahratta (incldg. G.-M. From. sec.)	163	1,105	1,33,222	114	1,105	1,32,000	113	27,74,236	26,85,000	...	...	...	
Mysore section (Southern Mahratta)	107	296	34,667	115	296	22,300	75	7,39,083	4,40,000	...	...	...	
Bengal and N.-W. incldg. Tifhoot sec.	162	873	1,35,019	155	1,082	3,02,000	187	32,51,761	37,68,000	5,16,230	...	...	
Lucknow-Bareilly	106	200	22,758	114	210	21,700	103	5,54,080	5,82,000	27,920	...	...	
Assam-Bongal	90	290	26,218	102	433	26,500	62	5,89,720	7,84,000	1,94,280	...	...	
Burma	223	936	1,26,788	135	936	1,63,000	174	47,60,350	42,91,000	4,69,350	...	...	
TOTAL.	256	10,341	26,67,395	258	10,960	28,16,400	240	6,43,39,390	6,41,77,700	2,38,500	...	...	
State lines worked by the State.													
Standard gauge—													
North Western (a)	297	2,846	9,43,641	328	2,563	8,50,000	300	1,91,48,265	1,58,71,000	4,40,367	...	...	
Oriss and Rohilkhand (incldg. m. g. link)	217	1,013	2,25,820	323	1,018	2,47,000	244	47,19,143	51,54,000	4,34,857	...	...	
Eastern Bengal (incldg. metro & 2' 6")	319	818	2,02,865	248	834	2,08,000	340	61,39,006	54,65,000	6,74,006	...	...	
East Coast (b)	110	587	45,308	84	794	72,000	91	14,39,357	19,27,000	4,87,643	...	...	
Special gauge—													
Jorhat	60	25	1,010	40	25	2,900	62	41,221	39,000	2,221	...	...	
Cherra-Companyganj	20	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL.	261	5,279	14,20,944	209	5,828	14,10,300	252	3,14,81,834	2,64,83,000	49,984	...	...	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	514	1,491	7,65,144	533	1,491	6,20,000	420	1,82,35,931	1,85,48,000	2,22,069	...	...	...
Bombay, Baroda and Central India	725	461	4,73,308	1,037	461	3,85,000	435	81,77,791	80,50,000	1,27,791	...	...	...
Madras	258	640	2,20,291	262	843	1,05,000	231	40,77,057	42,29,000	1,51,943	...	...	...
TOTAL.	497	2,792	14,58,743	522	2,796	12,10,000	391	3,14,81,390	3,08,27,000	6,54,390	...	...	...
TOTAL (GUARANTEED AND STATE ASSISTED COMPANIES).	257	18,412	55,46,983	301	19,002	62,41,700	271	17,72,02,437	17,37,87,700	3,34,24,737	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Delhi-UMBalla-Kalka	217	162	31,505	194	162	24,000	128	8,26,798	6,25,000	2,01,798	...	...	...
Parkour	330	22	5,072	221	22	5,200	236	1,71,218	1,55,000	16,218	...	...	...
Southern Punjab (Delhi-Samudra)	73	400	51,589	129	423	60,500	79	6,17,382	6,18,000	682	...	...	...
Tapi Valley	...	...	...	...	...	1,000	27	...	48,300	48,300	...	...	...
Metro gauge—													
Brahmaputra-Sultampur	...	...	...	...	...	1,000	40	...	8,200	8,200	...	...	...
Mymensingh-Jamshilpur-Jagannathganj	...	...	...	...	...	900	27	...	27,300	27,300	...	...	...
Rohilkhand and Kumaon (Co.'s sec.)	137	66	8,811	134	66	9,600	145	2,03,538	2,00,000	3,538	...	...	...
Seogah-Bazaul	...	...	...	...	...	700	39	...	6,100	8,100	...	...	...
Bengal Doon	106	30	3,790	105	36	5,400	160	77,191	72,000	5,191	...	...	...
Dibrui-Sadiya	200	78	14,171	182	78	17,700	227	3,83,175	4,04,000	20,825	...	...	...
Ahmedabad-Paritaji	50	35	4,028	73	55	5,700	104	73,812	88,000	14,188	...	...	...
Special gauge—													
Darjeeling-Himalayan	266	51	14,762	289	51	15,000	294	8,16,775	3,03,000	5,13,775	...	...	...
Bareilly	156	21	3,204	153	21	3,500	167	80,839	87,000	7,061	...	...	...
TOTAL.	135	691	1,36,931	154	1,061	1,24,700	118	27,62,745	26,53,700	1,09,045	...	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Gondia	91	74	2,076	78	148	9,900	67	40,826	1,34,000	74,874	...	...	...
Bhopal-Bilaspur	76	114	6,745	72	114	12,400	169	1,94,392	2,40,000	45,608	...	...	...
Nagda-Ujjain	88	33	3,050	87	34	3,000	106	60,357	57,000	3,357	...	...	...
The Nizam's guaranteed state	235	234	78,650	236	234	60,700	260	17,04,993	17,14,000	10,993	...	...	...
The Gekwar's Petlad	70	13	1,833	138	13	1,900	100	18,731	21,100	2,369	...	...	...
Bajpura-Bilaspur	110	106	21,533	109	106	19,000	176	3,50,542	2,80,000	70,542	...	...	...
Kolar-Gold-fields	408	10	3,991	398	10	1,000	160	91,080	64,000	27,080	...	...	...
Metro gauge—													
Yeshwantpur-Mysore From. sec. (incldg. M. Nanjangud)	71	68	5,536	84	66	3,700	55	1,07,000	73,000	34,000	...	...	...
The Gekwar's Mohana	81	93	8,194	88	93	8,900	95	1,61,785	1,60,000	1,785	...	...	...
Kolhapur	55	29	1,714	59	29	2,700	93	36,811	43,000	6,189	...	...	...
Special gauge—													
The Gekwar's Dabhol	56	79	6,788	66	79	8,100	77	1,62,717	1,00,000	62,717	...	...	...
Bajpura	13	19	1,400	8	12	600	19	4,000	17,700	12,700	...	...	...
Cooch Behar	63	22	1,527	69	34	1,500	47	33,067	32,500	567	...	...	...
TOTAL.	131	905	1,43,634	144	1,084	1,38,300	128	30,78,720	29,61,600	1,17,120	...	...	...
Lines owned & worked by n. states.													
Metro gauge—													
Hbarnagar-Gondal-Junagadh-Forbandar	130	334	51,319	134	334	95,100	105	0,89,982	9,37,000	8,48,018	...	...	...
Jotisar-Bajkot	80	48	3,978	50	40	3,700	30	85,311	93,000	7,689	...	...	...
Jamnagar	32	54	2,278	42	54	3,600	48	40,773	54,200	13,427	...	...	...
Dharampatra	...	21	451	31	21	1,500	71	60,051	34,500	25,551	...	...	...
Jodhpore-Bikaner	68	405	26,916	71	407	45,000	93	5,69,340	7,72,000	2,02,660	...	...	...
Odysapore-Chitor	44	60	3,630	61	61	3,500	57	57,822	77,400	19,578	...	...	...
Special gauge—													
Morri	62	34	18,989	140	34	9,000	66	1,24,313	1,20,000	4,313	...	...	...
TOTAL.	56	1,014	1,04,704	109	1,077	89,700	92	16,10,769	17,54,500	1,43,731	...	...	...
GRAND TOTAL.	278	21,315	69,32,402	278	22,564	80,03,700	248	18,48,00,037	17,66,57,500	81,42,537	...	...	...

(a) Includes Jammu and Kashmir and Hyderabad-Shadipalli rya.  
(b) Including Beawada-Madras ry.  
(c) Closed for traffic.  
(d) From 9th to 31st March 1898.

(e) From 1st January to 31st March 1899.  
(f) From 1st April to 10th June 1899.  
(g) From 1st March to 10th June 1899.  
(h) From 1st to 11th June 1898.

W. J. McELHINNY, Captain, R.E.,  
Offg. Under Secy. to the Govt. of India.

SIMLA, the 29th June, 1899.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. X of 1892-1900.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings from 1st April 1899, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1897-98.	WEEK ENDING 11TH JUNE 1898.				WEEK ENDING 10TH JUNE 1899.				Earnings from 1st April to 11th June 1898.	Earnings from 1st April to 10th June 1899.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Rs.	Per mile open.		Rs.	Per mile open.						
State lines worked by companies.													
Standard gauge—	Rs.	Miles.	Rs.	Per mile open.	Miles.	Rs.	Per mile open.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
East Indian	684	1,740	11,11,210	639	1,747	11,52,000	659	1,31,55,947	1,30,37,000	...	...	5,18,947	8,435
Bengal Central	183	125	16,559	132	125	18,800	134	1,97,435	1,80,000	...	...	1,25,943	11,003
Bengal Nagpur	189	982	1,34,300	129	1,106	1,31,000	121	19,24,949	16,99,000	...	...	11,003	11,003
Indian Midland (incldg. Bhopal-Idrai)	185	800	1,65,513	207	868	1,23,000	147	15,32,003	15,81,000	...	...	11,003	11,003
Bombay & Central (East Coast State)	185	21	2,814	184	21	2,700	120	45,003	34,000	...	...	11,003	11,003
Washermanpet-Kannur sec. (Hos.-Mad.)	175	0	836	93	9	2,500	111	10,553	20,500	...	...	16,168	...
Other gauge—													
Rajputana-Malwa (incldg. G.-E.-Nagda)	210	1,815	5,87,100	324	1,815	4,41,000	245	50,57,243	47,38,000	...	...	3,19,243	0,10,743
Palanpur-Dwesa	44	17	1,184	60	17	900	53	7,948	7,900	...	...	48	216
South Indian	186	1,042	1,75,270	187	1,023	1,82,000	158	17,09,804	16,84,000	...	...	25,804	85,600
Mayavaram-Matupet	92	51	5,350	98	54	5,400	100	53,177	40,500	...	...	12,677	8,677
Southern Mahratta (incldg. G.-M. From sec.)	113	1,265	1,38,322	114	1,185	1,32,000	113	13,59,745	13,02,000	...	...	57,745	88,745
Mysore section (Southern Mahratta)	123	206	31,087	115	206	22,200	75	3,30,415	2,90,000	...	...	40,415	1,18,415
Bengal and N.-W. incldg. Tirhoot sec.	147	873	1,35,019	155	1,043	2,02,000	187	15,22,019	19,53,000	1,30,081	...	...	...
Lucknow-Bareilly	81	200	22,729	114	210	31,700	103	2,73,823	2,73,000	...	...	823	898
Assam-Bongaigaon	73	280	20,218	92	433	20,800	42	2,55,600	2,91,000	35,391	...	...	...
Burma	186	936	1,20,728	135	936	1,03,000	174	17,77,129	16,88,000	...	...	89,129	89,129
TOTAL	245	10,441	28,67,236	258	16,909	26,16,408	240	2,99,77,592	2,87,75,000	...	...	12,019,592	16,01,902
State lines worked by the State.													
Standard gauge—													
North Western (a)	236	3,683	9,45,041	328	2,962	8,00,000	300	88,58,700	73,25,000	...	...	15,33,700	16,30,760
Odisha and Rohilkhand (incldg. m. g. line)	193	1,017	3,25,559	223	1,043	3,47,000	244	23,17,704	25,48,000	2,30,298	...	...	...
Eastern Bengal (incldg. metro & 2' 6")	302	618	2,03,655	248	834	2,08,000	349	23,03,404	23,04,000	...	...	...	39,404
East Coast (b)	106	537	45,509	85	704	72,000	91	6,19,262	8,81,000	2,61,738	...	...	...
Other gauge—													
Jorhat	83	25	1,010	40	88	2,300	82	15,737	16,700	303	...	...	...
Cherra-Companiganj	44	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	238	5,379	14,20,944	266	5,628	14,10,000	252	1,42,74,957	1,30,89,700	...	...	11,84,257	...
Lines worked by guaranteed cos.													
Standard gauge—													
Great Indian Peninsula system	381	1,491	7,65,144	510	1,491	6,20,000	420	89,10,800	71,88,000	...	...	17,22,800	17,06,860
Bombay, Baroda and Central India	588	461	4,73,208	1,027	461	3,35,000	835	48,05,171	30,01,000	...	...	18,04,171	9,64,173
Madras	201	840	2,20,231	262	843	1,95,000	231	22,80,711	19,19,000	...	...	3,61,711	5,47,711
TOTAL	379	2,792	14,58,583	532	3,795	12,05,000	431	1,60,91,750	1,30,09,000	...	...	30,87,750	30,18,750
TOTAL (GUARANTEED AND STATE)	202	18,419	55,46,888	301	19,332	52,41,708	271	6,91,71,290	5,44,59,700	...	...	52,41,290	52,41,290
Assisted companies.													
Standard gauge—													
Delhi-Tomballa-Kalka	267	162	31,506	194	162	24,500	153	3,25,375	2,82,000	...	...	43,375	43,375
Tarapur	278	22	5,072	231	22	5,200	236	77,864	69,200	...	...	8,664	8,664
Southern Punjab (Delhi-Samana)	42	400	51,389	129	423	38,500	79	3,17,766	3,18,000	...	...	23,766	98,766
Tapti Valley	...	...	...	...	...	1,900	27	...	26,000	...	...	26,000	...
Other gauge—													
Brahmaputra-Saltanpur	...	...	...	...	...	1,000	40	...	8,200	...	...	8,200	...
Mymensingh-Jamalpur-Jagannathganj	...	...	...	...	...	900	27	...	10,600	...	...	10,600	...
Rohilkhand and Kumaon (Co. a sec.)	121	60	8,811	194	96	9,000	145	1,10,529	94,300	...	...	16,229	16,229
Begowal (Kashmir)	...	...	...	...	...	700	39	...	6,000	...	...	6,000	...
Bombay Doonars	148	36	3,790	105	36	5,400	150	31,927	23,700	...	...	8,227	...
Dibru-Sadiya	198	78	14,171	183	78	17,700	227	1,85,316	1,78,800	...	...	6,516	...
Ahmedabad-Parant	45	25	4,023	73	55	5,700	104	44,004	44,300	...	...	296	...
Other gauge—													
Jarjeeling-Himalayan	274	51	14,702	289	51	15,000	294	1,75,000	1,58,000	...	...	17,000	17,000
Harsi	135	21	3,204	153	21	8,500	167	37,207	35,000	...	...	2,207	2,207
TOTAL	147	801	1,24,931	154	1,081	1,24,700	116	19,85,048	12,50,200	...	...	7,34,848	1,35,848
Lines owned by native states and worked by other agencies.													
Standard gauge—													
Bina-Mandu	26	74	2,070	28	148	9,000	07	24,383	61,000	...	...	36,617	...
Bhopal-Bijnor	61	114	8,745	77	114	12,400	109	92,512	1,09,000	...	...	16,488	...
Nagda-Ujjain	60	35	3,059	87	34	3,000	100	31,878	28,400	...	...	3,478	...
The Nizam's Guaranteed State	211	334	76,890	236	334	68,700	200	6,88,910	7,21,000	...	...	32,090	1,17,010
The Gaekwar's Pothal	84	13	1,803	139	32	1,900	109	12,150	12,300	...	...	150	...
Kapurthala-Bhatinda	122	108	21,639	109	109	19,000	176	1,65,816	1,61,000	...	...	4,816	14,816
Kolar-Gundlupet	402	10	3,891	989	10	1,000	190	89,960	23,100	...	...	66,860	16,860
Other gauge—													
Yewandpur-Mysore From sec. (incldg. M. Nandjand)	86	66	5,536	84	86	3,700	56	51,255	57,000	...	...	5,745	13,615
The Gaekwar's Mahesana	71	83	8,130	88	88	8,800	85	82,568	78,600	...	...	3,968	3,968
Kolhapur	57	29	1,714	29	29	2,700	98	16,941	22,100	...	...	5,159	...
Other gauge—													
The Gaekwar's Dabhol	51	79	6,768	84	79	6,100	77	58,919	58,700	...	...	219	...
Rajpipla	11	19	142	8	32	800	18	2,670	8,600	...	...	5,930	...
Gondal-Bhat	54	22	1,527	69	34	1,000	47	14,227	16,600	...	...	2,373	...
TOTAL	120	890	1,43,824	144	1,064	1,38,800	126	14,39,773	13,22,000	...	...	1,17,773	1,08,173
Lines owned & worked by n. states.													
Standard gauge—													
Bhavnagar-Gondal-Jamnagar-Porbandar	97	334	51,919	154	334	35,100	105	3,78,237	4,08,000	...	...	29,763	1,70,287
Jalalpur-Rajkot	82	48	9,972	86	48	3,700	80	42,783	42,200	...	...	583	583
Jamnagar	38	54	2,278	42	54	2,600	48	25,508	20,400	...	...	5,108	...
Dharampur	...	31	651	31	21	1,800	71	21,651	16,400	...	...	5,251	18,700
Jodhpore-Bikaner	63	465	39,913	71	467	43,600	93	2,03,764	3,81,000	...	...	1,77,236	...
Osmerpore-Chitar	38	80	3,680	61	61	3,500	57	31,547	35,700	...	...	4,153	...
Other gauge—													
Morvi	88	04	13,000	149	94	0,000	96	1,01,475	92,800	...	...	8,675	8,675
TOTAL	75	1,014	1,04,764	103	1,077	90,000	92	10,42,965	10,03,600	...	...	39,365	41,463
GRAND TOTAL	245	21,315	30,32,402	278	22,564	56,09,700	248	6,90,40,083	5,80,48,000	...	...	50,91,083	50,91,083

(a) Includes Jamnagar and Kachmir and Hyderabad-Shadipalli ry.

(b) Includes Bombay-Madras ry.

(c) Closed for traffic.

(d) From 1st to 11th June 1898.

W. J. McELHINNY, Captain, R.E.,

Offg. Under Secy. to the Govt. of India.

Data the 22nd June, 1899.



No. 161 A. R.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

---

ACCOUNT.  
RAILWAY.

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To

THE SECRETARIES TO THE GOVERNMENTS OF MADRAS, BOMBAY (RAILWAY), BENGAL, NORTH-WESTERN PROVINCES AND OUDH, BURMA, AND THE PUNJAB, PUBLIC WORKS DEPARTMENT.

THE SECRETARIES TO THE CHIEF COMMISSIONERS OF THE CENTRAL PROVINCES AND ASSAM, PUBLIC WORKS DEPARTMENT.

THE SECRETARY TO THE RESIDENT AT HYDERABAD, PUBLIC WORKS DEPARTMENT.

THE SECRETARY TO THE RESIDENT IN MYSORE, PUBLIC WORKS DEPARTMENT.

THE SECRETARIES TO THE AGENTS TO THE GOVERNOR GENERAL FOR RAJPUTANA AND CENTRAL INDIA, AND BALUCHISTAN, PUBLIC WORKS DEPARTMENT.

THE ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

THE CONSULTING ENGINEERS TO THE GOVERNMENT OF INDIA FOR RAILWAYS, CALCUTTA, LUCKNOW, ASSAM AND BURMA.

*Simla, 15th June, 1899.*

The undersigned is directed to forward, for information, a tabulated statement of the Financial statistics of the Indian State Railways for, and to end of the year 1898, excluding the East Indian Railway, for which a separate synopsis is prepared.

A. R. BECHER,

*Depty. Secy. to the Govt. of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA; MONDAY, JANUARY 2, 1899.

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## STAR OF INDIA.

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### NOTIFICATION.

*Fort William; the 31st December, 1898.*

His Excellency the Grand Master of the Most Exalted Order of the Star of India is pleased to announce that Her Majesty the QUEEN, EMPRESS OF INDIA, has been graciously pleased to make the following appointments to the said Order:

#### *To be Knights Commanders.*

His Highness RAJUL KHANJI MAHABAT KHANJI, NAWAB OF JUNAGARH.  
CHARLES CECIL STEVENS, Esquire, C.S.I., Indian Civil Service (Retired).

#### *To be Companions.*

The Honourable Mr. MACKENZIE DALZELL CHALMERS, an Ordinary Member of the Council of the Governor-General.

The Honourable Mr. ARUNDEL TAGG ARUNDEL, Indian Civil Service, a Member of the Council of the Governor of Fort St. George.

Lieutenant-Colonel DONALD ROBERTSON, Indian Staff Corps, Resident in Mysore and Chief Commissioner of Coorg.

His Highness RAJA KIRTI SAK, OF TEHRI (Garhwal).

JOHN PRESCOTT HEWETT, Esquire, C.I.E., Indian Civil Service, Secretary to the Government of India in the Home Department.



Colonel WILLIAM PLEACE WARBURTON, M.D., Indian Medical Service, Inspector-General of Civil Hospitals, North-Western Provinces and Oudh.

Colonel DAVID SINCLAIR, M.B., Indian Medical Service, Inspector-General of Jails, Chief of the Civil Medical Department, and Sanitary Commissioner, Burma.

By Order of the Grand Master,

W. J. CUNINGHAM,

*Secretary to the Most Exalted Order  
of the Star of India.*

## INDIAN EMPIRE.

### NOTIFICATION.

*Fort William; the 31st December, 1898.*

His Excellency the Grand Master of the Most Eminent Order of the Indian Empire is pleased to announce that Her Majesty the QUEEN, EMPRESS OF INDIA, has been graciously pleased to make the following appointments to the said Order:

#### *To be Knights Commanders.*

The Honourable Mr. ANDREW WINGATE, C.I.E., Indian Civil Service, an Additional Member of the Council of the Governor of Bombay for making Laws and Regulations, and Acting Chief Secretary to the Government of Bombay, in charge of the Plague Department.

Kunwar HARNAM SINGH, AHLUWALIA, C.I.E., of Kapurthala.

Major-General GERALD DECOURCY MORTON, C.B., British Service, Commanding the Lahore District.

Major-General GEORGE CORRIE BIRD, C.B., Indian Staff Corps, Commandant of the Punjab Frontier Force.

#### *To be Companions.*

Babu JOY GOBIND LAW, lately an Additional Member of the Council of the Governor-General for making Laws and Regulations.

Lieutenant-Colonel HENRY KELLOCK MCKAY, Indian Medical Service, Civil Surgeon of Jabalpur in the Central Provinces.

JOHN SIMS, Esquire, M.A., LL.D., Director of Public Instruction in the Punjab.

ALEXANDER ISAT, Esquire, M.I.C.E., Agent and Chief Engineer of the Bengal and North-Western Railway.



Rai Bahadur Thakur MANGAL SINGH, of Garhi in the Alwar State.

Rai Bahadur DHANPAT RAI, Sardar Bahadur, Superintendent of the Jaipur Imperial Service Transport Corps.

Khan Bahadur DHANJIBHAI FAKIRJI COMMODORE, of Rawalpindi.

Major WINTHROP BENJAMIN BROWNING, Indian Medical Service, Surgeon to the Governor of Fort St. George.

Major JOHN JOSEPH HOLDSWORTH, Commandant of the Gorakhpur Light Horse.

FRANCIS JACK NEEDHAM, Esquire, Assistant Political Officer at Sadiya in the Lakhimpur District of Assam.

EDULJI DINSHAH, of Karachi.

By Order of the Grand Master,

W. J. CUNINGHAM,

*Secretary to the Most Eminent Order  
of the Indian Empire.*

## HOME DEPARTMENT.

### NOTIFICATION.

#### SANITARY.

*Calcutta; the 31st December, 1898.*

Her Majesty the QUEEN, EMPRESS OF INDIA, has been pleased to approve the following appointments in the Order of St. John of Jerusalem, for services rendered in connection with the epidemic of Plague in India:—

#### As Honorary Associates—

Captain JOHN LLOYD THOMAS JONES, M.B., Indian Medical Service.

Captain WILLIAM ERNEST JENNINGS, M.B., Indian Medical Service.

Captain ARTHUR FREDERICK WILLIAM KING, Indian Medical Service.

Lieutenant WILLIAM JAMES NIBLOCK, M.B., Indian Medical Service.

#### As Honorary Serving Sisters—

Miss LILIAN M. ROBINSON.

Miss MAUD B. KENDALL.

Miss JANE ELEANOR WHEATLEY.

Miss EMMA ANN MOLES.

Miss JESSIE E. BLAIR HITCHMAN.

Miss MARION HALE.

Miss HARRIET JANE HORNE.

Sister HERIBERTA.

Mrs. ANNIE DYSON.

A. H. L. FRASER,

*Officiating Secretary to the Government of India.*



## FOREIGN DEPARTMENT.

### NOTIFICATIONS.

*Fort William; the 31st December, 1898.*

Her Majesty the QUEEN, EMPRESS OF INDIA, has been graciously pleased to grant, as a personal distinction, an addition of two guns to the salute of nineteen guns at present enjoyed by His Highness SHRI PADMANABHA DASA VANJI SIR BALARAMA VARMA KULASHEKHARA KRITAPATI MANI SULTAN MAHARAJA RAJA RAMA RAJA BAHADUR SHAMSHER JANG, G.C.S.I., of TRAVANCORE.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Raja Bahadur as a personal distinction upon Raja Pratab Rudra Singh Deo, Feudatory Chief of the Sonpur State in the Central Provinces.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Nawab as a personal distinction upon—

Khan Muhammad Hyat Khan, C.S.I., late Divisional Judge in the Punjab.  
Lieutenant-Colonel Sardar Muhammad Aslam Khan, C.I.E.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Mahamahopadhyaya as a personal distinction upon Pandit Govinda Sastri, Professor in the Sanskrit College, Calcutta.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Dewan Bahadur as a personal distinction upon Wasudev Mahadev Samarth, Suba of the Baroda State, in recognition of the valuable services rendered by him in combating the plague.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Dewan Bahadur as a personal distinction upon—

Sarukkai Gopala Chari, Acting District and Sessions Judge of Cuddapah in the Madras Presidency.

Edavalath Kakat Krishnan, a retired Sub-Judge and now Chairman of the Municipal Council of Tellicherry in the Madras Presidency.

Rai Bahadur Valluri Jagannatha Rao Pantulu, Deputy Collector, Madras.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Bahadur as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Khan Sahib Mahomedbhai Ibrahim, of Bombay.

Khan Sahib Fakirji Jiawaji, of Bombay.



Darasha Ratanji Chichgar, Shipping Agent and Licensed Broker in the Bombay Presidency.

Bomanjee Byramjee Patell, of Bombay.

Hakim Muhammad Dayem Hakim Abdulla Shah, of Bombay.

Abdur Razzak bin Kartas, of Bombay.

Fazalullah Lutfullah, of Bombay.

Samuel Essaji, of Bombay.

Dr. Shams-ud-din Jivabhai Sulemani, Chief Medical Officer of the Baroda State.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Bahadur as a personal distinction upon—

Khan Sahib Arbab Farid Khan, Commandant of the Hazara Border Military Police.

Khan Sahib Abdul Hamid Khan, Contractor, Malakand.

Khan Sahib Ghulam Haidar Khan, Achakzai.

Khan Sahib Muhammad Akbar Khan, Wazir-i-Wazarat of the Kashmir Frontier Districts.

Muhammad Abd-ul-Wahab Sahib, Madras.

Khawaja Usaf Shah, Honorary Magistrate of Amritsar in the Punjab.

Mirza Shujaat Ali Beg, Representative of Her Highness Nawab Shams-i-Jehan Begam, C.I. of Murshidabad, and tutor and guardian of the Khagra minors.

Munshi Mahsud Hassan Khan, Tahsildar of Karbal in the Mainpuri District in the North-Western Provinces.

Ghulam Kadir Khan, Superintendent of the Maksudangarh State in the Central India Agency.

Subedar-Major Ghulam Sadik Khan, Kohat Border Military Police.

Sardar Mir Muhammad Hassan, Gitckhi, of Sami.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Bahadur as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Rao Sahib Kesowji Nathu Saclor, of Bombay.

Rao Sahib Vissanji Khimji, of Bombay.

Karamsi Damji, of Bombay.

Manekchand Kapurchand, of Bombay.

Kushaba Chapaji Kale, of Bombay.

Dhondiba Hanumantrao Barde, of Bombay.

Dr. Krishnarao Vinayek Dhurandhar, Sanitary Commissioner of the Baroda State.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Bahadur as a personal distinction upon—

Rao Sahib C. Rangaya Naidu, late Judge of the Small Cause Court of Nagpur in the Central Provinces.

Deorao Jay Krishna, Extra Assistant Commissioner in Berar.

Pundit Gopal Vishwas Rao, Minister of the Dhar State in the Central India Agency.

Oyarat Chandu Menon, Sub-Judge, Madras.



Vembakam Srinivasa Charulu, Sub-Judge of Madura in the Madras Presidency.

Mannarnayanipalli Ramaswami Nayudu, Assistant Superintendent in the Revenue Survey Department, Madras.

Mathusami Aiyar Natarajaiyar, District Registrar of Tanjore in the Madras Presidency.

Medam Subbanna Chettiar, Municipal Councillor of Kurnool in the Madras Presidency.

Pagadala Kaveripakam Jagannadha Chettiar, Tahsildar of Kumbakonam in the Madras Presidency.

Rijhumal Mulram, a Mukhtyarkar in Sind.

Ottur Vasava Menon, Inspector of Police, Madras.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rai Bahadur as a personal distinction upon—

Pandit Janki Parashad, Extra Assistant Commissioner in the Punjab.

Bhaiya Dirguj Deo, Zamindar of Untari in Palamau in the Bengal Presidency.

Babu Mukund Lal Burman, Zamindar of Saidabad in Murshidabad in the Bengal Presidency.

Babu Bogolanand Mukerjee, late Manager of the estate of the late Annoda Persad Roy of Kassimbazar in Murshidabad in the Bengal Presidency.

Babu Behari Lal Barik, Gayawal of Gaya in the Bengal Presidency.

Babu Surjya Narain Singh, retired Assistant Surgeon and now medical officer in charge of the late Maharaja of Hutwa's family.

Babu Ram Bramha Sanyal, Superintendent of the Zoological Gardens, Calcutta.

Babu Dwarkanath Sircar, District Engineer of Nadia in the Bengal Presidency.

Babu Bipin Behari Bose, Assistant Manager of the Hutwa Raj.

Assistant Surgeon Chuni Lal Bose, Chemical Examiner to Government and Assistant Professor of Chemistry in the Medical College, Calcutta.

Thakur Ganesh Pershad Singh, Sub-Inspector of Police in Lucknow.

Chaudhri Ranjit Singh, Land-owner of the Bijnor District in the North-Western Provinces.

Thakur Gajraj Singh, Extra Assistant Commissioner in the Central Provinces.

Boota Singh, of Rawalpindi.

Rai Sahib Sher Singh, Store-keeper, Commissariat Department.

Babu Dulal Chandra Deb, Government Pleader of Sylhet.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Sahib as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Bakshi Mir Sadradin Khan Ajmudin Khan, a resident of Surat in the Bombay Presidency.



Moulvie Abdul Kadir, Municipal Commissioner of Surat in the Bombay Presidency.

Muhammad Fariduddin, of Bombay.

David Solomon, of Bombay.

Navroji Behramji Santuk, of Bombay.

Shaik Abdul Kadir, of Bombay.

Shaik Adam Yusufbhai, of Bombay.

Pallonji Pestonji Raghina, of Bombay.

Saiyid Nisar Hussein, of Bombay.

Saleh Muhammad Ibrahim, of Bombay.

Shaik Lal Muhammad, Hospital Assistant of the Baroda Residency.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Khan Sahib as a personal distinction upon—

Muhammad Munir Sahib, Secretary to the Anjuman-i-Mufeed-i-Abla-i-Islam, Madras.

Munshi Muhammad Azim, Extra Assistant Commissioner in the Punjab.

Kadir Baksh Khan, Amdani, of the Dera Ghazi Khan district in the Punjab.

Muzhar Ali, Superintendent of Customs at Berbera.

Adarji Sorabji, Superintendent of Customs at Zails.

Mir Durra Khan, Gitchki.

Kazi Muzaffar Khan, Officiating Extra Assistant Commissioner, Lower Zhob.

Shaik Akbar Ali, Civil Hospital Assistant, Bengal Medical Department.

Sher Ali, Inspector of Police in the Central Provinces.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Sahib as a personal distinction upon the gentlemen named below, in recognition of the valuable services rendered by them in combating the plague—

Ghamaji Balaji Rukare, of Bombay.

Govind Gopal Uchgaonkar, Chairman of the Managing Committee of the Belgaum Municipality in the Bombay Presidency.

Datoo Ganesh Sabnis, Assistant Surgeon in the Bombay Presidency.

Shivalal Motilal, of Bombay.

Cashinath Sambhaji Moorkar, of Bombay.

Nanabhai Moroba, of Bombay.

Purshotam Udhawji, of Bombay.

Narayan Raghanath Gorakshakar, of Bombay.

Mulhoji Narsooji, of Bombay.

Dr V. P. Chavan, of Bombay.

Govindrao M. Dhukle, of Bombay.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Rao Sahib as a personal distinction upon—

Raghavaraj Jagannayakulu Raju, retired Hospital Assistant, Madras.

Arcot Wintel Srinivasa Rao, Senior Superintendent of the Office of the Comptroller, Hyderabad.

D. V. Bhagwat, Secretary of the Akola District Board in the Hyderabad Assigned Districts.



His Excellency the Viceroy and Governor-General is pleased to confer the title of Rai Sahib as a personal distinction upon—

Lala Gopal Das, Extra Judicial Assistant Commissioner in the Punjab.

Lala Arjan Das, Extra Assistant Commissioner in the Punjab.

Lala Raghunandan Lal, Sub-Engineer, Public Works Department, Punjab.

Lala Murli Dhar, Pleader of Amballa.

Babu Haran Chunder Mukerji, Assistant in the Office of the Superintendent, Army Clothing, Bengal.

Lala Nathu Ram, Sub-Engineer, North Western Railway.

Babu Ratna Mani Gupta, late Head Master of Dacca Collegiate School in the Bengal Presidency.

Babu Mohendra Nath Chatterjee, late Head Assistant to the Superintending Engineer of the Sone Circle in the Bengal Presidency.

Pundit Dwarka Nath Sheopuri, Personal Assistant to the Inspector-General of Education in the Gwalior State in the Central India Agency.

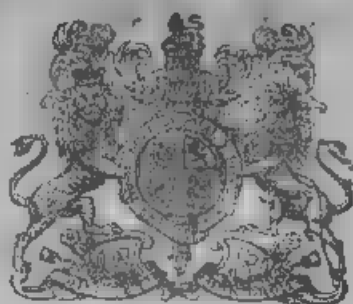
Thakur Lachman Das, Inspector of Levies, Dir.

His Excellency the Viceroy and Governor-General is pleased to confer the title of Sardar as a personal distinction upon Bhai Kishen Singh of Kurram.

W. J. CUNNINGHAM,

*Secretary to the Government of India.*





# The Gazette of India

## EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, TUESDAY, JANUARY 3, 1899.

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### HOME DEPARTMENT.

#### NOTIFICATION.

PUBLIC.

NO. 1.

*Calcutta, the 3rd January, 1899.*

The Right Honourable George Nathaniel, Baron Curzon of Kedleston, in the county of Derby, in the Peerage of Ireland, appointed by the Queen, Empress of India, to be Her Imperial Majesty's Viceroy and Governor General of India, arrived by the East Indian Railway at Howrah at 4-30 P.M. (Calcutta time) this day, attended by his personal staff and an Aide-de-Camp to the Viceroy. Lord Curzon was received at the Howrah Railway Station by the Secretaries to the Government of India, the Military Secretary and Aides-de-Camp to the Viceroy, the Commissioner of Burdwan, one of the Secretaries to the Government of Bengal, the Brigadier-General Commanding the Presidency District with the District Staff, the Commissioner of Police, Calcutta, the Chairman of the Commissioners of Calcutta, the Sheriff of Calcutta and the Magistrate of Howrah. Lord Curzon then proceeded to Government House, where he was received by His Excellency the Viceroy and Governor General, His Honour the Lieutenant-Governor of Bengal, and the Members of the Governor General's Council.

2. At 9-30 A.M. (Calcutta time) on the 6th instant Lord Curzon, accompanied by the Members of the Governor General's Council, will proceed from the Throne Room to the Council Chamber in Government House, where His Lordship's Commission from Her Majesty the Queen, Empress of India, will be read by the Home Secretary.

3. A Royal Salute will then be fired from the ramparts of Fort William in honour of Lord Curzon on his assumption of the office of Viceroy and Governor General of India.

A Guard of Honour of British Infantry and a Guard of Honour of the Calcutta Volunteer Rifles, will be drawn up opposite the grand entrance of Government House.



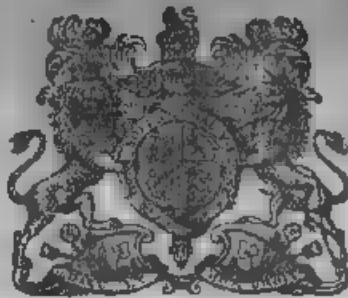
All Officers of Government stationed at Calcutta will be in attendance at Government House upon the occasion. Consular Officers and other Representatives of Foreign Governments at Calcutta and non-official gentlemen are invited to be present at the grand staircase.

Full dress will be worn by Civil, Naval and Military Officers and morning dress by gentlemen not entitled to wear uniform.

A. H. L. FRASER,

*Officiating Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, WEDNESDAY, JANUARY 4, 1899.

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## MILITARY SECRETARY'S OFFICE.

### NOTIFICATION.

No. 2639-M.

*Calcutta, the 4th January, 1899.*

With reference to paragraphs 2 and 3 of the Home Department Notification No. 1, dated the 3rd January 1899, relative to the assumption of the Office of Viceroy and Governor General of India by the Right Honourable George Nathaniel Baron Curzon of Kedleston, at 9-30 A.M. on Friday, the 6th January 1899, it is notified that Gentlemen entitled to the Private Entrée at Government House will enter by the South-West Gate, alight at the South Entrance, and proceed through Government House to the top of the Grand Staircase.

The carriages of Gentlemen (except such as have the Private Entrée) will enter by the North-East Gate, set down at the Grand Staircase, and pass out by the North-West Gate.

The Public Gates of Government House will be closed at 9-15 A.M. Calcutta time, subsequent to which no carriages will be allowed to enter the gates till after the departure of the Earl of Elgin.

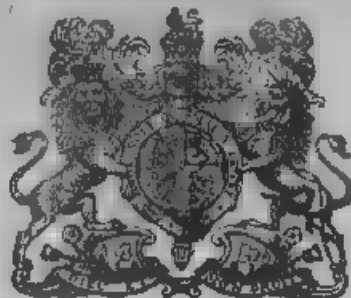
After the assumption of the Office of Viceroy and Governor General of India by the Right Honourable George Nathaniel Baron Curzon of Kedleston, His Excellency the Earl of Elgin will leave Government House for Prinsep's Ghat *en route* for England at 10 A.M. (Calcutta time) on Friday, the 6th January 1899.

The *cortège* will pass out by the North-East Gate, Government Place East, pass South of the Eden Gardens and along the Strand Road.

By Command,

A. DURAND, *Colonel,*  
*Military Secretary to the Viceroy.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, THURSDAY, JANUARY 5, 1899.

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The following Notification will be issued to-morrow morning and is now published in advance for the information of those concerned :—

## HOME DEPARTMENT.

### NOTIFICATION.

PUBLIC.

No. 35.

*Calcutta, the 6th January, 1899.*

The Right Honourable the Earl of Elgin will leave Government House *en route* for England at 10 A.M. this day. His Lordship will embark with his suite from Prinsep's Ghât on board the R.I.M.S. *Guide*.

His Excellency the Viceroy and Governor General desires that the same honours which were accorded to himself upon his recent arrival in Calcutta shall be paid to the Earl of Elgin upon the occasion of His Lordship's leaving Calcutta after resigning the office of Viceroy and Governor General of India.

A Guard of Honour of British Infantry and a Guard of Honour of the Calcutta Volunteer Rifles, will be drawn up opposite the grand entrance of Government House. A Guard of Honour of Native Infantry will be drawn up opposite Prinsep's Ghât.

The line of route from the entrance of Government House to Prinsep's Ghât will be lined throughout by troops under the orders of the Brigadier-General Commanding the Presidency District.

A Royal Salute will be fired from the ramparts of Fort William as the Earl of Elgin leaves Government House, and another Royal Salute will be fired as His Lordship embarks at Prinsep's Ghât.

All officers of Government (excepting those mentioned below) will be in attendance upon the grand staircase of Government House. Consular Officers and other representatives of Foreign Governments at Calcutta and non-official gentlemen are invited to be present on the grand staircase.



The Earl of Elgin will be escorted from Government House to Prinsep's Ghât by the Viceroy's Body Guard and the Calcutta Light Horse.

The Lieutenant-Governor of Bengal, attended by his personal staff, will be present at Prinsep's Ghât.

The Members of the Governor General's Council will also be present at Prinsep's Ghât.

The following officers will be in attendance at Prinsep's Ghât :—

Secretaries to the Government of India.

The Commissioner of the Presidency Division.

One of the Secretaries to the Government of Bengal.

The Brigadier-General Commanding the Presidency District with the District Staff.

The Commissioner of Police, Calcutta.

The Chairman of the Commissioners of Calcutta.

The Sheriff of Calcutta.

The Magistrate of the 24-Parganas.

An Aide-de-Camp to the Viceroy will attend upon the Earl of Elgin as far as Diamond Harbour.

The troops will not be withdrawn until the receipt of orders to that effect.

Full dress will be worn by the troops and by Civil, Naval and Military Officers on this occasion, and morning dress by all gentlemen not entitled to wear uniform.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, JANUARY 6, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

PUBLIC.

No. 35.

*Calcutta, the 6th January, 1899.*

The Right Honourable the Earl of Elgin will leave Government House *en route* for England at 10 A.M. this day. His Lordship will embark with his suite from Prinsep's Ghât on board the R.I.M.S. *Guide*.

His Excellency the Viceroy and Governor General desires that the same honours which were accorded to himself upon his recent arrival in Calcutta shall be paid to the Earl of Elgin upon the occasion of His Lordship's leaving Calcutta after resigning the office of Viceroy and Governor General of India.

A Guard of Honour of British Infantry and a Guard of Honour of the Calcutta Volunteer Rifles, will be drawn up opposite the grand entrance of Government House. A Guard of Honour of Native Infantry will be drawn up opposite Prinsep's Ghât.

The line of route from the entrance of Government House to Prinsep's Ghât will be lined throughout by troops under the orders of the Brigadier-General Commanding the Presidency District.

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The Chairman of the Commissioners of Calcutta.

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An Aide-de-Camp to the Viceroy will attend upon the Earl of Elgin as far as Diamond Harbour.

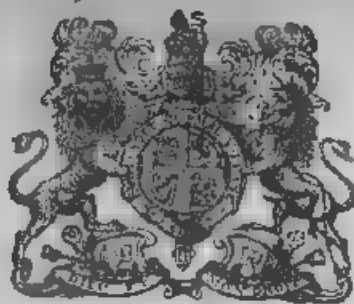
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Full dress will be worn by the troops and by Civil, Naval and Military Officers on this occasion, and morning dress by all gentlemen not entitled to wear uniform.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, JANUARY 6, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

PUBLIC.

No. 36.

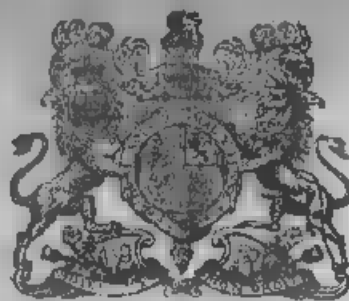
*Calcutta, the 6th January, 1899.*

The Governor General in Council directs that all honours and distinctions which were paid to His Excellency the Right Honourable the Earl of Elgin when holding the office of Governor General of India shall be continued to His Lordship during his stay in India.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, JANUARY 6, 1899.

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## HOME DEPARTMENT.

### PROCLAMATION.

PUBLIC.

No. 37.

*Calcutta, the 6th January, 1899.*

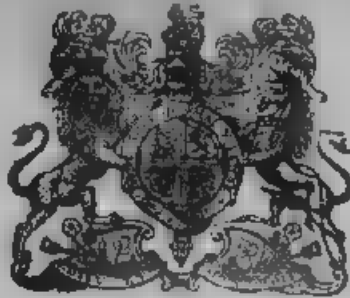
Whereas the Right Honourable George Nathaniel, Baron Curzon of Kedleston, in the County of Derby, in the Peerage of Ireland, has been appointed by Her Majesty to be Her Viceroy and Governor General of India, and has assumed the said office, the said appointment is hereby notified, and it is proclaimed that the said Right Honourable Lord Curzon, Viceroy and Governor General of India, has this day taken his seat in His Excellency's Council.

By order of His Excellency the Viceroy and Governor General of India in Council.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, FEBRUARY 10, 1899.

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MILITARY SECRETARY'S OFFICE.

NOTIFICATION.

No. 170-M.

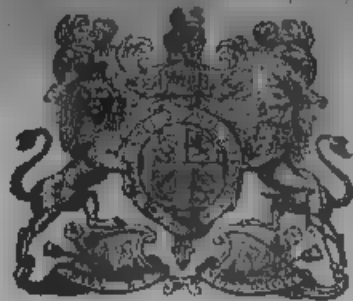
*Calcutta, the 10th February, 1899.*

Intelligence having been received of the death of Her Royal Highness the Princess of Bulgaria, Court mourning is ordered till 13th February, 1899.

When attending at Government House, ladies will appear in black and officers in Uniform will wear a crape band on the left arm.

By Command,  
ARTHUR SANDBACH, *Lieut.-Colonel,*  
*Military Secretary to the Viceroy.*





# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, MONDAY, FEBRUARY 13, 1899.

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## MILITARY SECRETARY'S OFFICE.

### NOTIFICATION.

No. 186-M.

*Calcutta, the 13th February, 1899.*

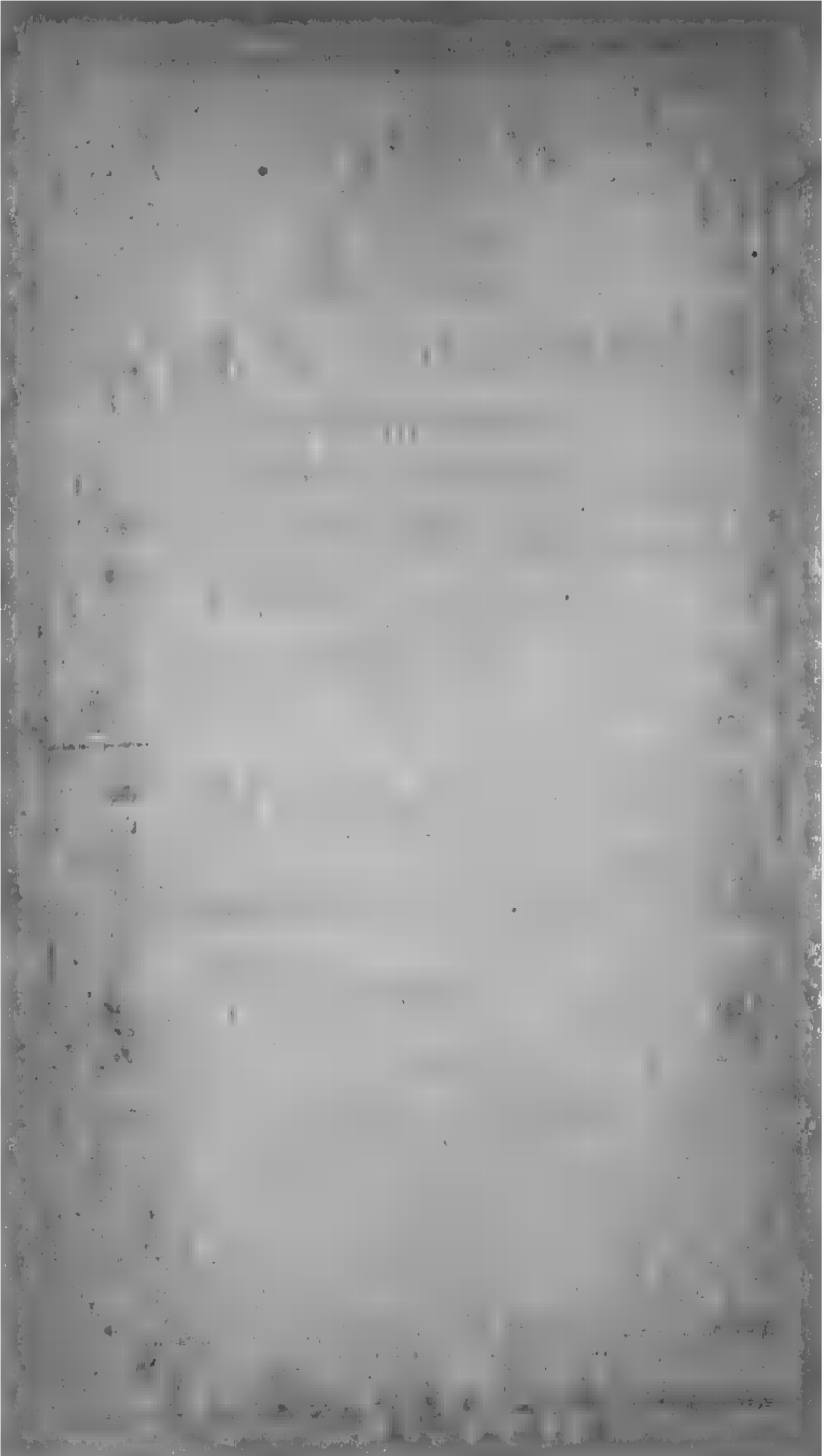
Intelligence having been received of the death of His Royal Highness the Hereditary Prince of Saxe-Coburg-Gotha, grandson of Her Majesty the Queen-Empress, Court mourning is ordered till 9th March, 1899.

When attending at Government House, ladies will appear in black and officers in Uniform will wear a crape band on the left arm.

By Command,

ARTHUR SANDBACH, *Lieut.-Colonel,*  
*Military Secretary to the Viceroy.*









# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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CALCUTTA, FRIDAY, FEBRUARY 24, 1899.

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## MILITARY SECRETARY'S OFFICE.

### NOTIFICATION.

No. 226-M.

*Calcutta, the 24th February, 1899.*

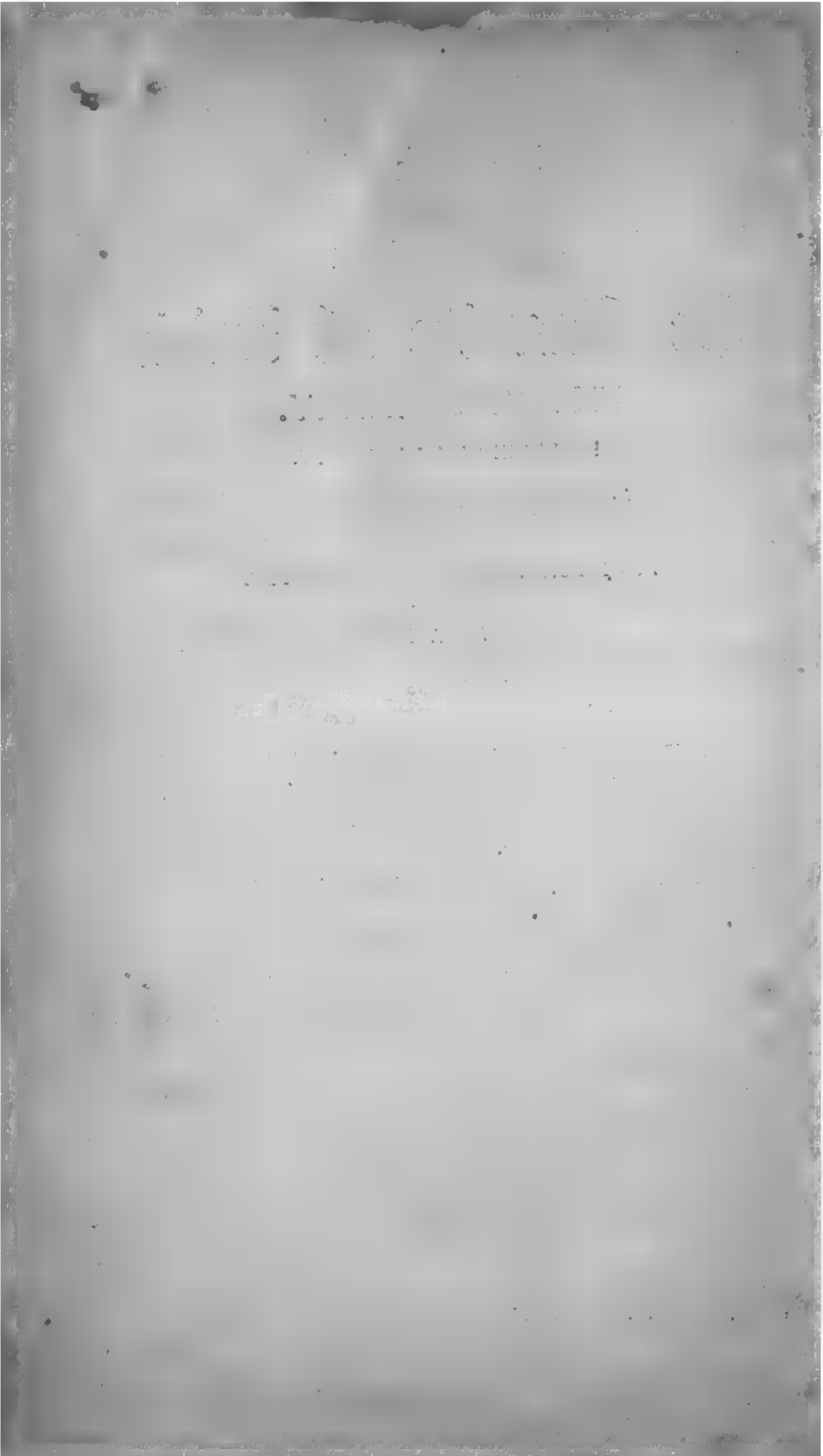
It is notified for the information of those attending the Solemn Service on 25th February at St. Thomas' Church, Middleton Row, in memory of the late M. Felix Faure, President of the French Republic, that Full dress will be worn by officers entitled to wear uniform.

Gentlemen not entitled to wear uniform will appear in morning dress.

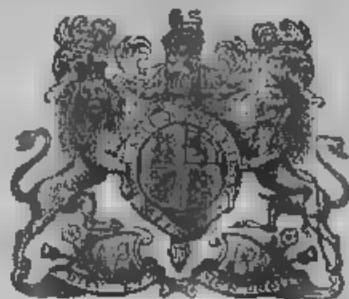
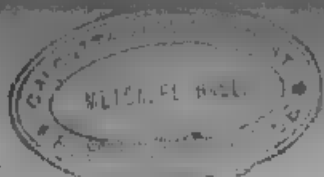
By Command,

ARTHUR SANDBACH, *Lieut.-Colonel,*  
*Military Secretary to the Viceroy.*









# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

CALCUTTA, MONDAY, MARCH 20, 1899.

## FINANCIAL STATEMENT FOR 1899-1900.

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## FINANCIAL STATEMENT FOR 1899-1900.

## PART I.

## INTRODUCTION.

In presenting my Financial Statement of March 1898 I alluded to the calamities of famine, war, pestilence, and earthquake which had fallen upon us during the year then closing, and I went on to refer to the promise of brighter times introduced by the abundant harvest of 1897. The recovery of the country has been more rapid than any of us anticipated at the time I allude to; another good harvest has been gathered, and although the plague still casts a shadow over the land, the general condition of the people as evidenced by the Returns of Trade and of Revenue is prosperous, and the famine of 1896 and 1897 is now little more than a memory, its effects being obliterated by the return of prosperous seasons. I cannot, however, pass from the subject without deriving from it one lesson which it seems to me to afford—namely, that the margin between prosperity and adversity in India must be a very parrow one, for if we have learned that one bountiful harvest suffices to restore the country after a widespread and severe famine, we have learned also that the failure of the seasonal rains in a single month of the year is sufficient to set back a full tide of prosperity; and that this is a possibility which in the administration of India, and in its financial administration especially, we dare not leave out of account.

2. In the two calamitous years of which I told the history last March, namely, 1896-97 and 1897-98, I had to shew that the accounts of the Empire were in deficit to the aggregate amount of, as nearly as possible, seven crores of rupees (Rx. 6,988,100 since increased to Rx. 7,064,233). In the two succeeding years (those of which I present the estimates to-day) I am glad to say that this deficit has been, or will be, more than covered, for so complete is the reversal of last year's position that in passing from 1897-98 to 1898-99 we pass from a deficit of Rx. 5,359,211 to a surplus of Rx. 4,759,400, and in my Budget Estimates for next year I anticipate a surplus of Rx. 3,932,600. I lay these figures before the Council at the very commencement of my Statement, as I have no doubt they are anxious to know, as soon as possible, the general drift of the figures which I now proceed to explain in greater detail.

## Accounts of 1897-98.

3. The Accounts of 1897-98 were, as usual, published in the first half of January, and the results then shewn compare as follows with the anticipations formed in March 1898:—

	Revenue.	Expenditure.	Deficit.
	Rx.	Rx.	Rx.
Estimated in March 1898 .	96,561,500	101,844,600	5,283,100
Actual Accounts . . .	96,442,004	101,801,215	5,359,211
Accounts { Better + Worse — . }	—119,496	+43,385	—76,111

The differences on the whole were very small, as the accounts under each of the heads of Revenue and Expenditure closely followed the Revised Estimate. Indeed, had it not been that we determined after the close of the year to make certain grants (aggregating Rx. 88,100) to the Provincial Governments of Bombay and of Bengal in further reimbursement to them of their famine expenditure, the difference in the whole account between Revised Estimate and Actuals would have been only Rx. 12,000.



## Revised Estimates of 1898-99.

4. In the Budget Estimate for 1898-99 I estimated the results of the year to be a surplus of Rx. 891,400. But we now find that mainly through abundant revenue, military economies on the North-West Frontier, and very favourable exchange, the result of the year will be a surplus, as I have already stated, of Rx. 4,759,400. I shall explain afterwards that on a review of the financial position of the several Local Governments, whose balances have been exhausted by famine and plague, and who have still to meet pressing demands for expenditure while the expansion of their revenues has for a time been set back by the calamities referred to, we have decided to make them grants in aid of their resources, out of the surplus that has accrued to us on the Imperial account. The total amount of these grants is Rx. 700,000, and thus the surplus of the year is reduced from Rx. 4,759,400 to Rx. 4,059,400. The money may be described as expenditure brought to account by anticipation, that is to say, it goes at present merely to swell Provincial balances, and when actually spent on the purposes in consideration of which it is granted, it has not again to be charged against the surplus of the year, but passes through the Provincial adjusting entry.

5. The detail of the differences between the Revised Estimates for 1898-99, as now presented, and the amounts taken in the Budget Estimates prepared twelve months ago are set out in the following statement:—

## Estimates of 1898-99.

	Budget.	* Revised.	Revised Better.	Revised Worse.
<b>ENGLAND.</b>				
STERLING IN ENGLAND—				
Revenue . . . . .	188,300	232,500	44,200	
Expenditure . . . . .	16,474,800	16,323,700	151,100	
NET EXCHANGE ON ABOVE . . . . . Rx.	9,120,500	8,645,000	1,074,900	
NET CHARGE . . . . .	25,407,000	24,135,800	1,270,200	
<b>INDIA.</b>				
REVENUE IN INDIA—	Rx.	Rx.	Rx.	Rx.
Land Revenue . . . . .	27,568,200	27,679,400	111,200	
Opium . . . . .	5,329,800	5,679,400	349,600	
Salt . . . . .	8,726,000	9,047,200	319,200	
Other Principal Heads of Revenue . . . . .	24,033,800	24,583,200	549,400	
Post Office and Telegraph (net) . . . . .	714,000	610,700	...	103,300
Departmental Receipts (a) . . . . .	4,276,000	4,174,700	96,100	
Railways, Net Earnings . . . . .	12,030,160	12,814,200	778,100	
Irrigation . . . . .	3,228,100	3,401,700	233,600	
Military Works . . . . .	50,300	54,200	3,900	
Army . . . . .	833,000	835,200	2,200	
TOTAL REVENUE . . . . .	86,599,900	88,939,900	2,340,000	
EXPENDITURE IN INDIA—				
Direct Demands on Revenues—				
Opium . . . . .	2,654,000	2,348,800	305,200	
Other heads . . . . .	8,481,000	8,280,500	194,400	
Interest (b) . . . . .	—1,128,000	—1,132,200	3,300	
Civil Departments . . . . .	12,225,200	17,377,100	...	145,900
Famine Relief . . . . .	85,100	44,600	40,500	
Protective Works and Reduction of Debt . . . . .	1,014,100	1,131,500	...	117,400
Railways, Charges against Net Earnings (net) . . . . .	4,951,700	4,881,800	69,900	
Irrigation . . . . .	3,211,500	3,218,200	...	6,700
Military Works and Special Defences . . . . .	1,135,300	1,113,700	22,100	
Civil Works . . . . .	4,702,100	4,493,600	208,500	
Army (Ordinary Charges) . . . . .	16,625,800	16,541,500	84,300	
“ Warlike Operations . . . . .	1,458,000	1,023,700	434,300	
Provincial Adjustment—	60,418,300	59,375,800	1,092,500	
Addition (+) or Deduction (—) made for increase or decrease of Provincial and Local Balances . . . . .	—116,800	+717,900	...	834,700
Special grants to Provincial Governments . . . . .	...	+700,000	...	700,000
NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA . . . . .	60,301,500	60,743,700	...	442,200
Surplus . . . . .	891,400	4,059,400	3,168,000	

(a) Including interest and receipts under Civil Works.

(b) This entry in the Indian portion of the accounts is a *minus* one, as the interest passed to the charge of Railway and Irrigation is greater than the whole amount of interest payable in India.



6. The first point to note is that, except for a small falling-off under Stamps and Registration, every one of the Revenue heads shews better results than anticipated in the Budget Estimates. The improvement under Land Revenue is mostly in Burma and the North-Western Provinces. In Opium we have got much better prices in Bengal than we estimated for, namely, Rx. 4,164,000 against Rx. 3,900,000, and in Bombay the low rate of the pass-duty, as compared with previous years, has led to a revival of the export which last year shewed a very considerable decline. The increase in Salt Revenue, which now produces 9 crores against the 8½ which it gave us in the two famine years, is a satisfactory indication of the improvement in the condition of the people, and the Customs Revenue continues to increase as trade continues to flourish.

7. Post Office and Telegraph shew a falling-off, due in the latter case partly to the cessation of hostilities on the North-Western Frontier, but chiefly to the more extensive use of deferred telegrams which are now delivered by hand, and in the former case to reduction of rates of postage. We calculate that by the increase, from one tola to one-and-a-half, of the unit of weight for inland postage we diminish the annual revenue by Rx. 60,000, and by adopting the Imperial Penny Postage (for India, one anna) we give up Rx. 40,000. A considerable portion of this last item will be recovered for us by an arbitration given in our favour, in respect of the distribution, between the English and the Indian Post Offices, of the subsidy charges payable to the Peninsular and Oriental Company and by reductions of the scale of charge in respect of continental transit.

8. Under Railways—Net Earnings—we have received Rx. 778,100 more than we estimated, the important items being—

		Rx.
1. North-Western	Better	410,000
2. Great Indian Peninsula	Better	416,000
3. Bombay, Baroda and Central India	Better	210,000
4. Rajputana-Malwa	Better	70,000
5. Eastern Bengal	Worse	110,000
6. Southern Mahratta	Worse	80,000
7. South Indian	Worse	50,000
8. Madras	Worse	55,000
9. Assam-Bengal	Worse	31,000
Net of the above		<u>780,000</u>

The improvement is due generally to large exports of grain consequent on good winter crops, and in one case to postponement of works of repair and renewal.

The Plague is responsible for the falling-off on the Railways in Southern India.

An inferior jute crop and the postponement of jute deliveries in Calcutta was the cause of the worse result on the Eastern Bengal State Railway, and inclusion in the Working Expenses of the revenue share of repairs of earthquake damages caused the reduction on the Assam Bengal-Railway.

9. On the expenditure side, the first considerable improvement is under Opium, and is due to our failure to obtain as good a crop as we hoped. We have been able to recommence the building up of our Reserve, but the good season for which for many years we have waited has not yet come, and the produce still remains short of our standard. There has also been a considerable saving in the expenditure of the Salt Departments, and fair amounts in the other Revenue Departments. The Civil Departments shew the usual considerable savings in their Budget Estimates, but the amount has been more than swallowed up in the expenditure caused by Plague. The head "Medical"



alone shews an excess over estimate of Rx. 327,800, most of which is in Bombay, and all of which for practical purposes falls on the Imperial Account, for the Provincial Governments are not able to bear the expenditure without assistance in the form of grants from Imperial.

10. The Army expenditure in India (ordinary) is less by Rx. 84,300 than estimated in the Budget, and of the Budget provision of Rx. 1,458,000 in India for Warlike Operations only Rx. 1,023,700 has been spent, the Military authorities having, from the very beginning of the year, found it practicable to reduce the forces maintained on the North-West Frontier.

### Rate of Exchange.

11. The rate of exchange taken for the purpose of the Budget Estimate last March was  $15\frac{3}{8}$  pence (or rather £1 = R15'6), that being the rate actually realized in 1897-98. At the opening of the year 1898-99 the current rate was  $15\frac{1}{16}$  or  $15\frac{1}{8}$ , but under the influence of a strong demand in April and May (in each of which months the Secretary of State sold two millions sterling of Council Bills) it quickly rose to 16 pence and over. This demand was due mainly to unusually large exports of Rice, Wheat, and Seeds, the figures of which for the five principal months of export are shown in the following table:—

*Exports (Value in Rupees) of Rice and Wheat (including Flour) and Seeds by Sea from British India during February to June 1896, 1897, and 1898.*

		February.	March.	April.	May.	June.
Rice	1896	2,39,79,157	2,35,35,019	1,28,19,258	87,78,324	1,05,82,552
	1897	2,05,74,378	2,26,73,146	85,42,095	74,73,502	72,22,083
	1898	2,11,33,697	2,39,73,430	1,74,35,984	1,39,93,271	1,00,28,152
Wheat	1896	13,68,050	14,41,371	20,32,888	27,38,742	21,72,359
	1897	3,28,052	1,83,682	3,47,801	5,03,124	6,14,133
	1898	9,99,271	55,10,041	1,09,23,719	2,85,78,798	2,28,64,833
Seeds	1896	68,45,149	96,72,087	1,08,31,633	1,27,32,470	1,10,86,314
	1897	25,08,515	30,02,053	43,92,610	1,09,06,210	85,56,518
	1898	58,76,128	74,23,872	88,45,785	1,25,27,552	1,16,97,108
Total all three.	1896	3,12,92,356	3,46,48,477	2,51,83,779	2,42,49,536	2,36,41,225
	1897	2,34,10,945	2,58,59,081	1,32,82,506	1,88,82,836	1,63,90,736
	1898	2,80,09,096	3,69,08,243	3,72,05,488	5,50,99,621	4,45,90,093

12. The position thus gained at the beginning of the year has never been lost, and the rate has continually fluctuated about 16 pence, now a little over it and now a little under it. In the latter half of the year the rate has never been below  $15\frac{5}{16}$  pence. The drawings have now for some time stood at Rx. 700,000 a week, and we expect when the year closes to have remitted by Council Bills £19,000,000 equal to Rx. 28,540,000, giving, as nearly as possible, an average rate of sixteen pence. The Revised Estimates for 1898-99 are accordingly made up at this rate.

13. For next year I have made the modest estimate of  $15\frac{1}{4}$ d. I fully anticipate we shall realize, as this year, something closely approaching to 16 pence, but our continual practice in India is to avoid sanguine estimating, and following this principle I am loth to take a figure which may have the taint of being, under existing circumstances, the best possible.



14. It may be noted that not only are the remittances of the current year the largest on record (there being hitherto only one year, 1881-82, in which they exceeded £18 millions), but we have in addition to these remittances received in India in exchange for silver at the rate of Rx. 15 per £ sterling, Rx. 2,616,400 of gold which we now hold as part of the currency reserve in addition to Rx. 255,400 similarly held on 1st April 1898.

#### Budget Estimates, 1899-1900.

15. The Budget Estimates of Revenue and Expenditure for the coming year 1899-1900 made up at this rate of exchange shew a surplus of Revenue of Rx. 3,932,600. It will be best perhaps to explain the figures by comparing them with the Revised Estimate for the current year, as exhibited in the Statement in paragraph 5 above.

#### Budget Estimates of 1899-1900 compared with the Revised Estimates of 1898-99.

	Revised, 1898-99.	Budget, 1899-1900.	1899-1900, Better than 1898-99.	1899-1900, Worse than 1898-99.
<b>ENGLAND.</b>				
<b>STERLING IN ENGLAND—</b>				
Revenue . . . . .	232,500	207,100		25,400
Expenditure . . . . .	16,323,700	16,531,000		207,300
NET EXCHANGE ON ABOVE . . . . .	8,045,000	8,550,900		505,900
<b>NET CHARGE</b> . . . . .	24,136,800	24,875,400		738,600
<b>INDIA.</b>				
	Rx.	Rx.	Rx.	Rx.
<b>REVENUES IN INDIA—</b>				
Land Revenue . . . . .	27,679,400	27,641,000	...	38,500
Opium . . . . .	8,679,400	6,003,700	324,300	...
Salt . . . . .	9,047,200	8,757,200	...	290,000
Other Principal Heads of Revenue . . . . .	24,523,200	24,414,100	...	168,800
Post Office and Telegraph (net) . . . . .	610,700	501,100	...	109,600
Departmental Receipts (a) . . . . .	4,174,700	4,054,700	...	122,000
Railways, Net Earnings . . . . .	12,814,200	13,382,600	568,400	...
Irrigation . . . . .	3,461,700	3,251,100	...	10,600
Military Works . . . . .	54,200	50,900	...	3,300
Army . . . . .	835,200	816,600	...	18,600
<b>TOTAL REVENUES</b> . . . . .	88,930,900	89,072,200	132,300	...
<b>EXPENDITURE IN INDIA—</b>				
<b>Direct Demands on Revenues—</b>				
Opium . . . . .	2,248,800	2,653,900	...	305,100
Other heads . . . . .	8,289,500	8,622,900	...	333,400
Interest . . . . .	1,132,200	1,319,500	187,600	...
Civil Departments . . . . .	17,371,100	17,926,800	...	615,700
Famine Relief . . . . .	44,600	5,700	38,900	...
Protective Works and Reduction of Debt . . . . .	1,131,500	1,123,900	7,600	...
Railways, charges against net earnings (net) . . . . .	4,881,800	5,218,900	...	337,100
Irrigation . . . . .	3,218,200	3,333,900	...	115,700
Military Works and Special Defences . . . . .	1,113,700	1,209,600	...	185,900
Civil Works . . . . .	4,193,600	5,150,800	...	187,200
Army (Ordinary Charges) . . . . .	16,541,500	16,873,400	...	331,900
Warlike Operations . . . . .	1,023,700	38,900	984,800	...
	59,325,800	61,158,900	...	1,863,100
<b>Provincial Adjustment</b> . . . . .	1,417,900	—924,700	2,342,600	...
<b>NET EXPENDITURE CHARGED AGAINST REVENUE IN INDIA.</b>	60,743,700	60,264,200	479,500	...
<b>Surplus</b> . . . . .	4,059,400	3,932,600	...	126,800

(a) Including Interest and Receipts under Civil Works.



16. Under Revenue heads in India the collection of arrears of Land Revenue still goes on, but we do not expect next year quite so much as in the current year. Under Salt and Customs we expect a slight advance over the Budget Estimates of 1898-99, but have not estimated to receive so great an advance over these as we shall certainly receive in the current year. The current prices of Opium warrant our estimating for a considerable increase in the revenue under this head.

17. Under Railways the estimates are for a small advance in net earnings. The details are as follow:—

	Budget, 1898-99. Rx.	Revised. 1898-99. Rx.	Budget, 1899-1900. Rx.
State Railways—Gross	19,382,600	19,695,800	20,237,100
Working Charges	9,770,500	9,876,600	10,047,000
Net	9,612,100	9,819,200	10,190,100
Guaranteed Railways—Net	2,424,000	2,995,000	3,192,500
<b>TOTAL NET</b>	<b>12,036,100</b>	<b>12,814,200</b>	<b>13,382,600</b>

18. The Great Indian Peninsula Railway contributes Rx. 130,000, the Madras Railway Rx. 65,000, and the East Indian Railway Rx. 60,000 of the improvement shewn in Budget, and we expect the Eastern Bengal and Southern Mahratta Railways to recover from their low figures of 1898-99. The increasing mileage of the East Coast Railway will also bring in better returns; on the other hand, there are heavy renewals on the North-Western Railway to be provided for. Under Civil Departments we have to provide for considerable additions to Police expenditure (partly due to Plague); and we have also made fairly ample estimates for Plague expenditure, the charges under "Medical" in India being as follows:—

	Total. Rx.	Including Plague Expenditure. Rx.
1894-95	1,003,438	...
1895-96	1,020,077	...
1896-97	1,065,158	19,000
1897-98	1,328,952	297,000
1898-99, Revised	1,542,900	508,900
1899-1900, Budget	1,678,100	354,200 + 209,500

The last-mentioned Rx. 209,500 is shewn separately, because it is in the nature of a reserve in the "India" Section of the Accounts, and if actually spent, it will not pass under "Medical" in the Imperial Portion of the Accounts, but be dealt with as a transfer.

19. We have increased the total provision for Military Works to Rx. 1,322,300, against expenditure in 1897-98 and 1898-99 of about Rx. 1,168,385 and Rx. 1,197,600, the purpose of the increase being to meet charges likely to fall upon us in respect of places of defence and similar works on the North-West Frontier.

20. The Military Estimates shew large savings in India as compared with the current year, the India figures being—

	Ordinary Expenditure. Rx.	Warlike Operations. Rx.	Total. Rx.
1896-97	17,243,137	18,206	17,261,343
1897-98	16,514,547	3,847,992	20,362,539
1898-99, Budget	16,625,800	1,458,000	18,083,800
1898-99, Revised	16,341,500	1,023,700	17,365,200
1899-1900, Budget	16,873,400	38,900	16,912,300



### No Remission of Taxation.

21. In view of the surpluses as shewn in the Revised and Budget Estimates, the Government of India have carefully considered the question whether they should propose, at present, any remission of existing taxation. The conclusion to which they have come is that any such proposal would be premature, and this mainly on two grounds. The first is that we have, as it were, to make up for arrears. As stated in my opening paragraph, we have had in the past two years deficits aggregating Rs. 7,064,233, and we ought to regard ourselves as under an obligation to recover our position by accumulating counterbalancing surpluses. The second and weightier reason is that we have in contemplation, as is well known, certain extremely important measures of currency reform, which are under the consideration of a Committee sitting at the India Office in London. Whatever the advice of that Committee may be, we consider we are bound to prepare for any measures that may result from it by preserving as strong a financial position as possible, and we consider we would act unwisely if we were to reduce our financial strength by remitting existing taxation and run the risk of finding ourselves, by our own action, less free than we would otherwise be to undertake any measures of currency reform that may seem desirable.

### Railway Construction.

22. I have, in former Financial Statements, referred to the policy recently established of laying down a programme of Railway Construction for three years in advance. The first of these programmes was for the three years ending 31st March 1899. This programme was at first intended to include an expenditure of 27 crores of rupees, but was afterwards extended to 29½ crores. Latterly, however, financial difficulties have obliged us somewhat to curtail the expenditure, and we expect to expend against the programme of 29½ crores the following amounts :—

	Rs.
In 1896-97 (actuals) . . . . .	8,658,800
„ 1897-98 ( „ ) . . . . .	8,145,500
„ 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

23. I leave to my Honourable Colleague Sir A. Trevor the task of stating in detail the results of the expenditure. It is sufficient here to set them out in the most general form (the figures of the Railways of Native States and of other Railways that lie outside our accounts being omitted) :—

	Standard Gauge.	Metre Gauge.	Special Gauges.	Total.
<i>March 31, 1896—</i>				
Mileage open . . . . .	10,430	6,842	36	17,308
„ under construction . . . . .	1,490	1,086	...	2,576
<b>TOTAL</b> . . . . .	<b>11,920</b>	<b>7,928</b>	<b>36</b>	<b>19,884</b>
<i>March 31, 1899—</i>				
Mileage open . . . . .	11,728	7,522	35	19,286
„ under construction . . . . .	814	971	77	1,862
<b>TOTAL</b> . . . . .	<b>12,542</b>	<b>8,493</b>	<b>113</b>	<b>21,148</b>



24. I divide the Railway Construction in the present estimates, for convenience sake with reference to our accounts, into four categories, namely:—

*First.*—State Railway Construction; money found by Government, but also by debentures in the case of the East Indian and Assam-Bengal Railway Companies.

*Second.*—Construction by Assisted and Working Companies out of funds raised by them or in some cases advanced by Government to them. Also Branch Line Companies under a firm guarantee.

*Third.*—Open line capital and new construction by the old Guaranteed Companies.

*Fourth.*—Construction by Companies outside the accounts of the Government, and also construction by Branch Line Companies on rebate terms.

The above classification slightly differs from that of last year's Statement, as under new arrangements every portion of the above comes within the programme, except the fourth category, *viz.*, Company construction outside the accounts of Government, and Branch Line Companies not under firm guarantee.

25. The Estimates of Capital construction for the two years 1898-99 and 1899-1900 now stand as follows, the figures for programme expenditure in the Revised Estimate of 1898-99 being modified so as to correspond with the new classification:—

	Revised Estimate, 1898-99. Rs.	Budget Estimate, 1899-1900. Rs.
<b>FIRST CATEGORY—STATE RAILWAYS—</b>		
Funds available by Famine Grant	695,400	490,000
Grant under—		
48.—State Railway Construction	2,882,200	3,465,000
East Indian Railway Company's Debentures	1,573,800	750,000
<b>TOTAL</b>	5,151,400	4,705,000
<b>SECOND CATEGORY—ASSISTED COMPANIES</b>	3,155,300	3,009,900
<b>THIRD CATEGORY—OLD GUARANTEED COMPANIES</b>	851,600	1,107,800
<b>TOTAL "PROGRAMME"</b>	9,158,300	8,822,700
<b>Add—FOURTH CATEGORY (outside programme)</b>	1,470,100	950,300
<b>TOTAL</b>	10,628,400	9,773,000

\* N.B.—The Chittagong Port Works, connected with the Assam-Bengal Railway, shown in last year's Statement as Miscellaneous Public Improvements, are now included as "Railway Construction."

26. Having now carried to a fairly successful issue this policy of temporary activity in railway construction, we think it wise, both from a railway and from a financial point of view, to curtail for a time the rate of progress of railway construction. The nine or ten crores a year sanctioned in 1897 was not meant to be permanently adopted, and we deem it desirable now to allow a short time for the earning capacity of the lines recently constructed to develop itself, before again undertaking special burdens in the direction of capital outlay upon railways.

27. For these reasons we deemed it advisable to fix about 20 crores as the limit of our expenditure for the next three years; and a programme was accordingly prepared for expenditure as follows:—

	Rx.
1899-1900	6,772,700
1900-1901	6,728,400
1901-1902	6,821,000
<b>TOTAL</b>	<b>20,322,100</b>



but we have had to alter these figures for the following reason. In the Budget Estimates of 1898-99, we proposed to spend under the first three years' programme a sum of Rx. 10,788,900 in the year 1898-99, but the inability of the workshops in England to meet the demands which were made upon them by ourselves and the various constructing companies has reduced the expenditure of 1898-99 to Rx. 8,387,500. Many of the orders, however, will be completed and paid for in 1899-1900, and we have therefore to provide, under the new three years' programme, in 1899-1900 not only the intended Rx. 6,772,700, but a considerable amount in addition, which may be regarded as arrears of the old programme handed on to the new one. The amount estimated for is therefore Rx. 8,822,700.

28. The following are the entries under the first category (State Railways):—

<i>Expenditure by State Agency—</i>	Revised, 1898-99.	Budget, 1899-1900.
Open lines—	Rx.	Rx.
North Western . . . . .	238,300	212,300
Oudh and Rohilkhand . . . . .	95,700	72,800
Eastern Bengal . . . . .	150,500	237,200
East Coast . . . . .	60,000	40,000
Warora Colliery . . . . .	—6,300	—2,100
Umaria Colliery . . . . .	—7,100	—100,000
Stores transactions . . . . .	—15,800	—7,500
<b>TOTAL</b>	<b>505,300</b>	<b>472,700</b>

*Lines under construction—*

Rae Bareli-Benares . . . . .	54,400	4,000
Bhatinda-Ferozepur Conversion . . . . .	64,700	...
Mari-Attock . . . . .	142,500	25,000
Jullundur-Hoshiarpur—(Land) . . . . .	—100	...
Ghaziabad-Moradabad . . . . .	238,000	332,600
Indus Bridge . . . . .	108,400	35,000
Bezwada-Madras . . . . .	669,200	30,000
Godavari Bridge . . . . .	166,400	200,000
Lyallpur-Khanewal . . . . .	90,200	75,000
Cooch Behar-Santrabari . . . . .	30,300	12,500
Rajbari-Fareedpur . . . . .	26,100	...
Shadipalli-Jodhpore Frontier . . . . .	100,300	100,000
Rungpur-Dhubri including Teesta Bridge . . . . .	46,100	211,500
Southern Punjab—Rolling-stock . . . . .	202,800	2,700
Hurdwar-Dehra . . . . .	7,800	27,200
Brahmaputra-Sultanpur . . . . .	36,600	8,800
Mymensingh-Jamalpur . . . . .	40,700	9,400
Nowshera-Dargai . . . . .	...	120,000
<b>TOTAL</b>	<b>2,024,400</b>	<b>1,193,700</b>

*Expenditure by Agency of Companies—*

*Open lines—*

East Indian including extensions . . . . .	1,450,000	1,500,000
Rajputana-Malwa system . . . . .	1,600	90,000
Tirhoot . . . . .	157,000	40,000
Bhopal . . . . .	5,400	10,000
Dhond and Manmad . . . . .	5,500	16,000
South Indian . . . . .	—200,000	50,000
Guntakal-Mysore Frontier . . . . .	—400	...
Madras-Ennore . . . . .	200	...
<b>TOTAL</b>	<b>1,419,300</b>	<b>1,706,000</b>



		Revised, 1898-99.	Budget, 1899-1900.
		Rx.	Rx.
Lines under construction—			
Assam-Bengal	Land, Part I . . . . .	22,000	20,000
	Construction, Part II . . . . .	1,134,400	762,000
	Chittagong Jetties . . . . .	46,000	18,000
Hajipur-Katihar Extension . . . . .		250,000	200,000
Madura-Paumben . . . . .		...	100,000
Tinnevely-Quilon . . . . .		...	70,000
TOTAL . . . . .		1,452,400	1,170,000
Lump deduction on account of probable lapse		250,000	...
Reserve . . . . .		...	162,600
TOTAL FROM IMPERIAL FUNDS . . . . .		5,151,400	4,705,000

29. The items in the second category (Assisted Companies) are :—

		Revised, 1898-99.	Budget, 1899-1900.
		Rx.	Rx.
Bengal-Nagpur . . . . .		1,861,000	1,770,000
Indian Midland . . . . .		203,000	165,000
Burma Railways . . . . .		700,000	800,000
Bengal Central . . . . .		78,100	40,000
Lucknow-Bareilly . . . . .		15,300	6,900
Southern Mahratta . . . . .		44,900	40,000
Mysore . . . . .		35,000	20,000
Hardwar-Dehra . . . . .		150,000	88,000
Bhramaputra-Sultanpur . . . . .		68,000	80,000
TOTAL . . . . .		3,155,300	3,009,900

30. The estimate under the third category (old Guaranteed Companies) provides for :—

		Revised, 1898-99.	Budget, 1899-1900.
		Rx.	Rx.
Open Line Capital—			
Great Indian Peninsula . . . . .		73,600	74,000
Madras . . . . .		20,100	60,000
Bombay, Baroda and Central India . . . . .		459,100	410,000
Extensions—			
Calicut-Cannanore . . . . .		70,600	200,400
Amalner Palgaon-Chaliagaon Dhulia . . . . .		228,200	363,400
TOTAL . . . . .		851,600	1,107,800



31. The principal projects classed under the fourth category and outside the "programme" are:—

	Revised, 1898-99. Rs.	Budget, 1899-1900. Rs.
Bengal Doocars Extensions . . . . .	40,000	200,000
Bengal and North-Western Railway Exten- sions . . . . .	445,000	365,000
Tapti Valley . . . . .	650,000	230,000
South Behar . . . . .	204,000	77,500
Smaller Branch Lines . . . . .	131,100	77,800
<b>TOTAL</b> .	<b>1,470,100</b>	<b>950,300</b>

#### Capital Expenditure on Irrigation.

32. The amount of Rs. 750,000 has hitherto been provided for expenditure on Irrigation. In 1899-1900 a further amount of Rs. 100,000 is provided under this head. The grant for 1898-99 which was of the usual amount, Rs. 750,000, has not been fully worked up to, owing chiefly to the approaching completion of the Chenab Canal and partly to it not having been found possible to start work on the Jhelum Canal in the early part of the year.

33. The principal works under this head are at present:—

	Revised, 1898-99. Rs.	Budget, 1899-1900. Rs.
Mandalay Canal . . . . .	90,000	100,000
Fatehpur Branch of the Lower Ganges Canal	63,600	42,600
Chenab Canal . . . . .	151,500	80,000
Jhelum Canal . . . . .	36,200	210,000
Jamrao Canal . . . . .	142,200	133,900
Other Projects . . . . .	208,700	283,500
<b>TOTAL</b> .	<b>692,200</b>	<b>850,000</b>

#### Remittance and Debt.

34. The following account shews in a shortened form the requirements of the Secretary of State; the figures are drawn up so as to shew separately the transactions on account of Government, and the transactions arising out of the operations of Railway Companies:—

	Revised, 1898-99. £	Budget, 1899-1900. £
<i>Requirements on Government Account—</i>		
Excess of expenditure on Revenue Account	16,091,200	16,324,500
Expenditure not charged to Revenue .	791,100	682,100
Net payments on Remittance Accounts, etc . . . . .	225,400	268,800
<b>Total Requirements</b>	<b>17,107,700</b>	<b>17,275,400</b>
<i>Transactions of Railway Companies—</i>		
Net receipts on account of Capital .	2,183,100	1,970,000
Payments for Stores, etc. . . . .	2,718,000	3,181,700
<b>Net Outgoings</b> .	<b>534,900</b>	<b>1,211,700</b>
<b>Net Funds required</b> .	<b>17,642,600</b>	<b>18,487,100</b>



35. The following figures shew the manner in which the above requirements have been or are to be financed:—

	Revised, 1898-99. £	Budget, 1899-1900. £
By Council Bills (net Remittance) . . .	19,000,000	17,000,000
By addition to Permanent Debt . . .	1,912,800	...
Less reduction of Temporary Debt . . .	—1,500,000	...
By reduction of Cash Balance . . .	...	1,487,100
Deduct—Addition to Cash Balance . . .	—1,770,200	...
	<u>17,642,600</u>	<u>18,487,100</u>

36. In last year's Financial Statement I mentioned that the Secretary of State intended, besides renewing £6,000,000 outstanding temporary debt, to raise £6,000,000 permanent debt. This amount was raised in July in the form of India  $2\frac{1}{2}$  per cent stock, but it was issued at a considerable discount (namely at a rate of £88 10s. 5d. per cent), and produced only £5,297,700 in cash. With the money he discharged permanent debt to the extent of £3,384,900, so that the net amount raised by addition to sterling debt was £1,912,800. The Secretary of State has decided that the discount on the loan, *viz.*, £702,300, shall not be charged upon the revenues of the year, but shall be discharged by a Sinking Fund at the rate of interest borne by the loan, *viz.*,  $2\frac{1}{2}$  per cent, lasting over 50 years. There are already one or two Sinking Funds of the kind in connection with the sterling debt; £12,622 being the total charge appearing in the Accounts of 1897-98. The amount added by the new Sinking Fund is about £7,000.

37. The heavy drawings of the year, by Council Bills, enabled the Secretary of State to improve upon his intention of renewing the £6,000,000 outstanding temporary debt, and he renewed only £4,500,000 of it. The remainder of the excess of drawings went towards increase of the Cash Balance, which is estimated to stand, on 31st March 1899 at the unusually high figure of £4,304,400.

38. For next year, 1899-1900, the Secretary of State estimates to draw £17,000,000 by Council Bills, and though he does not estimate for any increase or decrease in either permanent or temporary debt, he considers that in view of the high balances which his Estimates, both Revised and Budget, show, he may find it possible to pay off some of the outstanding temporary debt.

39. In March last we estimated that we would have to raise a rupee loan of Rx. 3,000,000 in India, but as the time approached for our doing so, we found both that improved revenues had added to our resources, and the market was not favourable for so large a loan. We therefore limited our proposed loan to an amount of Rx. 1,200,000 under  $3\frac{1}{2}$  per cent conditions, and this amount was raised on August 24th at an average rate of Rs 4 12½ annas per cent. The price remained about this figure for some months, but has recently advanced to over par.

40. We reckon that in India we shall be able next year to meet all the demands upon our Treasuries without raising any new debt, but it must be understood that all these announcements about the amount of contemplated remittances and loans are subject to the usual reservation of entire liberty to the Secretary of State to alter his plans as he may find occasion.

### PROVINCIAL FINANCE, 1892 to 1899.

(The tabulated figures in this part are hundreds of Rx., that is, two ciphers are omitted.)

41. The progress of Provincial Finance is easiest studied by considering separately:—

*First.*—The amount of net Revenue, of which a definite portion settled by the terms of the "Contract" is at the disposal of the Provincial Government for its expenditure on Civil Administration.



*Second.*—The modification of this Provincial share of net Revenue, caused by special arrangements, different in each Province, in connexion with certain portions of Irrigation and Railway Administration, involving in some cases a small net outlay and in some a small net revenue.

*Third.*—The appropriation of the funds thus obtained towards the Provincial Expenditure, and especially the relation between the increase of expenditure and the increase of available funds:

42. The first figures to be set out are, therefore, the totals of the net revenues, that is, the revenues less expenditure directly charged against them. They are as follow, the figures being quite independent of any considerations as between Imperial and Provincial:—

*Total Ordinary Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised.	1899-1900. Budget.
Central Provinces . . .	1,248.6	1,244.0	1,231.2	1,171.3	1,252.9	1,089.8	1,048.5	1,322.9	1,398.7
Burma (a) . . .	3,643.3	...	...	...	...	...	3,948.2	4,142.0	4,012.8
Assam . . .	814.0	842.9	962.5	992.1	1,003.4	1,015.3	995.8	1,047.3	1,047.1
Bengal . . .	7,081.6	7,325.2	7,445.8	7,606.9	7,714.8	7,823.5	7,833.9	7,998.8	8,058.9
North-Western Provinces and Oudh . . .	7,677.8	7,716.1	7,778.9	7,589.1	7,866.2	6,655.6	7,264.8	8,419.1	8,470.1
Punjab . . .	3,060.1	3,133.8	3,261.1	3,223.5	3,290.5	3,224.3	3,400.8	3,561.8	3,530.4
Madras . . .	6,817.1	7,106.2	7,460.2	7,645.6	7,719.3	7,478.8	7,863.2	8,015.5	7,988.0
Bombay (b) . . .	5,412.1	5,489.1	5,646.1	5,559.6	6,018.2	5,367.0	5,625.2	5,950.2	5,943.0

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

(b) The figures relating to alienated Land Revenue, an entry peculiar to Bombay, are omitted from both sides.

43. The next statement shews the portion of these revenues which, according to the Provincial contract in each case, is credited to Provincial Account. The figures stand as follows, and it may be noted that the revision of the contract made with effect from 1897-98 onward, was such as to cause little change in the total of the Provincial share, except in the two Provinces of Bengal and Madras where it was reduced by Rx. 90,000 and Rx. 130,000 respectively, and in the North-Western Provinces where it was increased by about Rx. 120,000, namely, the cessation of a temporary reduction of Rx. 50,000, and a direct addition of about Rx. 70,000. (The figures are as they stand before the addition of the contributions from Imperial entered at the end of the table in paragraph 47 and the special grants-in-aid and expenditure therefrom of which mention is made in paragraphs 65 and 66 below):—

*Provincial Share of Revenues—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99. Revised.	1899-1900. Budget.
Central Provinces . . .	653.3	652.5	647.2	623.9	649.6	598.9	566.1	713.1	750.8
Burma (a) . . .	2,603.1	...	...	...	...	...	2,768.5	2,901.8	2,822.5
Assam . . .	477.1	501.3	549.7	556.4	566.9	575.9	584.3	626.0	626.3
Bengal . . .	2,767.1	2,899.4	2,941.4	3,049.2	3,102.6	3,160.9	3,552.1	3,517.5	3,549.3
North-Western Provinces and Oudh . . .	2,235.8	2,254.4	2,284.9	2,218.7	2,309.8	1,950.7	2,101.5	2,719.2	2,729.1
Punjab . . .	1,282.6	1,414.0	1,451.2	1,440.0	1,476.8	1,483.5	1,571.3	1,631.2	1,611.6
Madras . . .	2,368.7	2,491.0	2,587.9	2,653.5	2,676.7	2,627.1	2,588.5	2,655.7	2,632.4
Bombay . . .	2,404.4	2,451.5	2,490.8	2,481.2	2,601.2	2,405.4	2,475.9	2,554.9	2,569.7

(a) The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.



44. I offer some comments on these two statements, shewing them in parallel columns :—

	Total Imperial <i>plus</i> Provincial.	Provincial Share only.																		
<i>Central Provinces.</i>	Fairly continuous progress—a small drop in 1894-95 due, as the details shew, to failure of Land Revenue—Recovery in 1895-96. Then a serious loss of Revenue in the two famine years 1896-97 and 1897-98. But complete recovery in the early future is anticipated.	The Province obtained in the earlier years little or no margin of revenue beyond that allowed for in the Contract of 1892, and in the famine years there was very great loss as compared with that standard. If the anticipations for 1898-99 and 1899-1900 are realized, it will be very fairly off.																		
<i>Burma</i>	No figures are here shewn for the years preceding 1897-98, the accounts having been completely changed in that year by the incorporation of Upper and Lower Burma as a single Province of account. The revenue is considerably in excess of that which was taken as the standard for the framing of the Provincial Contract of 1897. The falling-off in 1899-1900 is under "Forests," and may perhaps be due only to cautious estimating.	Revenue considerably in excess of the standard taken for the contract.																		
<i>Assam</i>	Revenue steadily progressive. The effect of the earthquake in 1897-98 is shewn only in a slight slackening of the rate of progress.	Has all along enjoyed a considerable excess of revenue—at present nearly 30 per cent (Rs. 170 to 190 thousands) over the contract figure of 1892. But of this amount Rs. 33,000 represent a special addition made to meet the South Lushai expenditure transferred to Assam.																		
<i>Bengal</i>	Also shews a steady progressive revenue. Owing presumably to the famine the progress from 1896-97 to 1897-98 was rather less than in other years. The falling-off was mainly under "Excise," as Land Revenue in Bengal is little subject to variation in consequence of famine.	The accounts of the Province were greatly affected by the withdrawal from the Province in 1897 of the extremely progressive revenue of the Eastern Bengal Railway the share of Revenue substituted therefor not being so progressive. Combining the ordinary revenue and the Railway account the figures stand thus:— <table><tr><td>Standard of 1892</td><td>2,806,3</td></tr><tr><td>1892-93</td><td>2,962,4</td></tr><tr><td>1893-94</td><td>3,011,0</td></tr><tr><td>1894-95</td><td>3,193,2</td></tr><tr><td>1895-96</td><td>3,235,7</td></tr><tr><td>1896-97</td><td>3,328,0</td></tr><tr><td>1897-98</td><td>3,297,8</td></tr><tr><td>1898-99</td><td>3,238,7</td></tr><tr><td>1899-1900</td><td>3,267,0</td></tr></table> which certainly may be called fairly progressive, the figures of the last two years being due in part, it may be hoped, to caution in estimating. The new contract, commencing from 1897-98, involved a reduction of about Rs. 90,000 in the Provincial share.	Standard of 1892	2,806,3	1892-93	2,962,4	1893-94	3,011,0	1894-95	3,193,2	1895-96	3,235,7	1896-97	3,328,0	1897-98	3,297,8	1898-99	3,238,7	1899-1900	3,267,0
Standard of 1892	2,806,3																			
1892-93	2,962,4																			
1893-94	3,011,0																			
1894-95	3,193,2																			
1895-96	3,235,7																			
1896-97	3,328,0																			
1897-98	3,297,8																			
1898-99	3,238,7																			
1899-1900	3,267,0																			



	Total Imperial plus Provincial.	Provincial Share only.
<i>North-Western Provinces.</i>	A fairly progressive revenue till the famine year, then a tremendous falling-off in Land Revenue (1896-97). Partial recovery in 1897-98 and in the following two years very high figures due to recovery of famine arrears.	The unequal operation of the Irrigation account and the change effected in it in 1897 renders it necessary to combine the figures for this Province as in the case of Bengal. They stand thus— Standard of 1892 . . . 2,215.4 1892-93 . . . 2,205.2 1893-94 . . . 2,314.5 1894-95 . . . 2,234.1 1895-96 . . . 2,170.3 1896-97 . . . 2,160.2 1897-98 . . . 2,432.4 1898-99 . . . 2,641.5 1899-1900 . . . 2,632.2 The story of these figures is shortly this,— At first a little improvement over the standard taken for settlement. In 1895-96 a failure of irrigation revenue, 1896-97 famine, and consequent failure of revenue. Thereafter the rapid recovery of the Province and the realizations of famine arrears of revenue bring in ample resources. The new contract, commencing from 1897-98, increased the assets by about Rx. 120,000. The same as in the other column.
<i>Punjab</i>	Steady progress as reckoned over the whole period, but a slight set back in the famine year.	
<i>Madras</i>	Shows a very progressive Revenue, the advance being only temporarily interrupted by famine.	Rapid increase of revenue up till the famine year—from that time figure fairly steady, but not advancing. The Provincial share from 1897-98 onwards would stand about Rx. 130,000 higher but for the revision of contract which came into operation from that year.
<i>Bombay</i>	An increase up to the famine year, then a considerable set back which has not yet been fully recovered.	The same remark as the first one in the case of Madras.

45. The sets of figures which I next shew are those relating to the Irrigation and Railway portion of the Provincial contracts, which I have described as coming in in modification of the amount of ordinary revenue otherwise at the disposal of the several Governments. The amount of modification thus imposed has, except in two cases, only slightly changed during the period under review, and the figures are, therefore, of no great importance except in the cases referred to, namely, Bengal and the North-Western Provinces, and these have been dealt with above:—

#### Railways and Irrigation Accounts—

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
Burma *	-125.0	...	...	...	...	...	-116.5	-130.5	-157.0
Assam	-9.5	-13.0	-10.5	-9.3	-10.2	-13.9	-14.2	-22.4	-9.5
Bengal	+39.2	+63.0	+69.6	+144.0	+133.1	+167.1	-254.3	-278.8	-282.3
North-Western Provinces and Oudh	-20.4	+10.8	+29.6	+15.4	-130.5	+200.5	+330.9	-77.7	-96.9
Punjab	+2.0	-23.5	-0.2	-5.7	+5.1	+6.1	+9.3	+7.8	+8.0
Madras	-313.9	-409.1	-360.7	-319.0	-334.8	-396.6	-297.5	-310.9	-313.9
Bombay	+2.1	-41.4	-15.6	-1.2	+3.7	-2.2	+7.7	+5.9	+8.7

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.



46. The next step is to examine the expenditure of the various Governments and observe how far they have kept the increase of it within the limits imposed by the increase of revenue. I shew separately the ordinary expenditure and the direct expenditure upon famine and plague.

47. The details are as follow, and the figures have to be compared with the general statement of available resources in the right column under paragraph 44 above:—

*Expenditure Account—*

	Contract, 1892.	1892-93.	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure, excluding Plague and Famine—</i>									
Central Provinces	653.3	674.3	707.9	679.6	673.0	688.7	764.4	706.0	701.0
Burma	2,479.1	...	...	...	...	...	2,419.9	2,460.4	2,735.5
Assam	467.6	478.0	567.7	558.5	542.1	587.4	675.7	707.6	671.7
Bengal	2,806.3	2,972.1	2,974.1	2,993.4	3,115.9	3,295.2	3,302.0	3,141.6	3,272.0
North-Western Provinces and Oudh	2,215.4	2,281.9	2,339.7	2,340.9	2,342.2	2,485.8	2,513.7	2,401.7	2,586.9
Punjab	1,384.6	1,356.6	1,407.7	1,459.1	1,489.0	1,522.4	1,486.7	1,558.5	1,621.0
Madras	2,054.8	2,210.6	2,193.4	2,212.1	2,327.6	2,383.9	2,285.8	2,260.3	2,331.2
Bombay	2,409.5	2,433.6	2,455.7	2,526.5	2,500.2	2,588.9	2,605.1	2,534.6	2,604.7
<i>Plague and Famine Expenditure (Provincial)—</i>									
Central Provinces	...	...	...	6.4	...	2	5.8	18.3	17.5
Burma	...	...	...	...	...	...	62.7	...	...
Assam	...	...	...	...	...	...	...	...	...
Bengal	...	1	...	...	...	219.4	299.0	15.6	50
North-Western Provinces and Oudh	...	...	...	2	17.9	...	21.4	19.8	20.8
Punjab	...	...	...	...	...	31.3	98.2	18.0	30.0
Madras	...	24.4	2	...	2	47.2	161.9	20.7	64.1
Bombay	...	4	...	...	...	35.4	191.5	354.8	126.4
<i>Provincial Balances apart from grants-in aid by the Imperial Government—</i>									
Central Provinces	205.4	183.6	122.0	17.8	37.4	-52.6	-256.7	-267.9	-236.5
Burma	...	...	...	...	...	...	461.6	782.5	692.5
Assam	135.9	145.2	116.7	89.3	119.8	94.4	-31.2	-135.2	-190.1
Bengal	235.3	225.5	262.4	432.2	582.0	395.4	92.2	173.7	162.7
North-Western Provinces and Oudh	512.4	495.7	470.5	304.5	164.7	-160.9	-263.6	-43.6	-19.1
Punjab	977.1	171.0	148.3	124.5	116.4	52.3	50.0	112.5	100.5
Madras	419.1	260.0	293.6	386.0	430.1	229.5	71.8	129.6	52.6
Bombay	407.0	383.1	402.6	300.1	400.8	179.7	-133.6	-462.2	-614.9
<i>Contributions from Imperial in aid of Provincial Balances—</i>									
Central Provinces	...	...	...	...	...	52.6	204.1	...	...
Assam	...	...	...	...	...	...	80.0	30.0	...
Bengal	...	...	...	...	...	...	...	20.0	...
North Western Provinces and Oudh	...	...	...	...	...	160.9	102.7	...	...
Madras	...	...	...	...	...	...	...	50.7	64.1
Bombay	...	...	...	...	...	...	183.6	278.6	126.4

\* The figure against Burma in the column "Contract, 1892" represents the Contract of 1897.

48. *Central Provinces.*—The expenditure up to the famine year rose 2 or 3 lakhs (Rs. 20,000 or 30,000) above the standard of 1892; and since, as already observed, there was no margin of revenue, this resulted in the exhaustion of the ample balance, Rs. 205,400 with which the Province started. The strain of the famine year reduced the balance (apart from direct famine expenditure) still further to a deficit of Rs. 52,600 in 1896-97, and a further deficit of Rs. 204,100



in 1897-98, both of which were made up by grants from the Imperial Exchequer. The Province started in 1898-99 without any balance at all, and it is now expected that there will be a deficit in the year of Rx. 11,200, which must again be made up by a grant from Imperial Revenues. In 1899-1900 its estimated expenditure is well within its means.

The Province has taken practically no share of the cost of famine, which has been entirely Imperial—Rx. 1,640,245.

49. *Burma.*—Has not spent up to the rate of its increase of revenue, and has in consequence an ample and increasing balance. It is arranging now to expend part of the amount in meeting certain demands for Provincial Public Works, and has also made other proposals for expenditure on the public services.

50. *Assam.*—Had a comfortable balance, all along, of 10 lakhs (Rx. 100,000) more or less, keeping its increase of expenditure well up to, but not in excess of, its increase of revenue. The repair of earthquake damages imposed heavy charges in 1897-98 and 1898-99, which have largely exhausted the Provincial balance of Rx. 94,400 and absorbed also a grant of Rx. 160,000 by the Government of India; the balance being reduced for 31st March 1899 to about Rx. 25,000. In 1899-1900, after providing for absolutely necessary expenditure for Public Works and for the repair of earthquake damages, the estimates shew a deficit of Rx. 54,900.

The expansion of ordinary expenditure has been very considerable during the period under review.

51. *Bengal.*—The revenue of this Province, as above shewn, has afforded a margin for expansion of Provincial expenditure—namely, Rx. 2,806,300 in 1892 to (say) Rx. 3,300,000 in 1899-1900. The expenditure, however, was kept well in hand, so that the balance increased from Rx. 225,500 in March 1893 to Rx. 582,000 in March 1896. But this high balance sank to Rx. 92,200 two years later, as Rx. 518,400 out of it were spent in direct famine and plague charges. The ordinary expenditure in the two years now under estimate is taken at Rx. 3,141,600 and Rx. 3,272,000, which may be regarded as within the means of the Province, though it leaves a small deficit on the estimates of 1899-1900.

The Imperial Exchequer incurred famine charges in Bengal up to a total of Rx. 576,821 (about half of the total), but did not otherwise contribute by grants-in-aid to the resources of the Province.

The Province of Bengal has not had much plague expenditure to bear out of its own account, but we have made to it in 1898-99 a grant-in-aid of Rx. 20,000 which it will distribute to those Municipalities and Local Bodies whose funds have been most severely affected by expenditure on plague.

52. *North-Western Provinces.*—The Province had the advantage of starting in 1892 with a large balance still remaining on the credit side, but the rate of its annual expenditure was in excess of its annual revenue (having been found by reduction of balances), and when in the year before the famine a very favourable monsoon caused a failure of irrigation revenue (an important item in North-Western Provinces finance), the Province found its balance on March 31, 1896, reduced below the stipulated minimum of 20 lakhs (Rx. 200,000), and, as already said, a rate of current expenditure in excess of its current revenue by between 10 and 15 lakhs. During the strain of the famine year nothing could be done to amend this state of things, and the balance was overspent by Rx. 263,600, the amount being accordingly made up by grants-in-aid out of the Imperial Exchequer in the two years 1896-97 and 1897-98.

Under these circumstances, the Province contributed nothing towards the direct famine expenditure, the whole of which, Rx. 2,064,025, was found out of Imperial resources.



For 1898-99 it stands, as explained, without any balance to its credit, and its estimates stand as follows:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,641,500	2,632,200
Expenditure Accounts . . . . .	2,421,500 (a)	2,607,700 (b)
Results . . . . .	+ 220,000	+ 24,500

(a) Includes Rx. 19,800, Plague.

(b) Includes Rx. 20,800, Plague.

The handsome surplus which comes in in 1898-99 is due to the recovery by the North-Western Provinces of the arrears of the revenue due in 1896-97 and 1897-98, in compensation for the loss of which Imperial made the grants-in-aid of Rx. 263,600 above alluded to. In the coming year, 1899-1900, the Government, North-Western Provinces, propose to increase their scale of expenditure all round to a rate which they will not be able to maintain after the arrear collections (which add some lakhs to the present scale of revenue) are exhausted and the revenue falls back to its ordinary amount.

In anticipation of this surplus of 1898-99 and 1899-1900 it was stipulated that the benefit of these arrear collections was (*quoad* the Provincial share) to be considered as not applicable to current expenditure, but to be reserved (to the extent of 75 per cent of it) for building up the exhausted Provincial balance. The Government, North-Western Provinces, have fulfilled this pledge, and are now appropriating these arrears to a temporary increase of expenditure bearing in mind the impending diminution in the amount of their annual income as compared with the figures of 1898-99 and 1899-1900.

53. *Punjab*.—The Province has all along proceeded on fairly prosperous lines. The balances which were continually diminishing before the famine year are now on the rise, and the expenditure is within the amount of revenue available. The Province escaped any severe share in the calamities of 1896 and 1897, and the Imperial expenditure on famine was less than 3 lakhs (Rx. 30,000), the Province itself contributing about 12 lakhs (Rx. 120,000) or, including "Local," nearly 16.

54. *Madras*.—The expanding revenues of this Province have carried it through its period of disaster. It contributed moderately, that is, a total of a little over 20 lakhs (Rx. 200,000), towards its famine expenditure, the Government of India having undertaken all the rest (*viz.*, Rx. 732,995) so as to leave the Province with an opening balance of Rx. 71,800 in 1898-99. The Government of India further propose to make a grant to Madras of the amount of direct famine and plague expenditure incurred by it in 1898-99, namely, Rx. 20,700, and to estimate for next year a similar grant of Rx. 64,100. They also grant a further sum of Rx. 30,000 in 1898-99, placing the amount at the disposal of the Local Government for grants-in-aid to such Municipalities and Local Bodies as have been most affected by plague expenditure. With its famine and plague expenditure thus made up the Province shows a fair surplus on its transactions of 1898-99, and a small deficit in 1899-1900.

The detailed figures are:—

	1898-99. Rx.	1899-1900. Rx.
Revenue Accounts . . . . .	2,655,700	2,632,400
Deduct—Railway and Irrigation Account . . . . .	310,900	313,900
Net available Revenue . . . . .	2,344,800	2,318,500
Proposed Expenditure, excluding Plague and Famine . . . . .	2,266,300	2,331,200
Plague and Famine . . . . .	20,700	64,100
TOTAL . . . . .	2,287,000	2,395,300



55. *Bombay*.—The continuous advance of the expenditure of the Province while the advance of the revenue was entirely set back by the famine year, has brought a strain upon the finances, irrespective of the direct effect of famine and plague expenditure. The figures may be set out as follows :—

	Revenue Account as modified by Irrigation and Railway figures.	Ordinary Expenditure Account.	Excess of Expenditure.
	Rx.	Rx.	Rx.
1892 standard	2,409,500	2,409,500	
1892-93	2,410,100	2,434,000	
1893-94	2,475,200	2,455,700	
1894-95	2,480,000	2,526,500	6,200
1895-96	2,604,900	2,560,200	
1896-97	2,403,200	2,588,900	185,700
1897-98	2,483,600	2,605,400	121,800
1898-99	2,560,800	2,534,600	26,200 (Excess of Revenue.)
1899-1900	2,378,400	2,604,700	26,300 (Excess of Expenditure.)

The above figures exclude all direct Famine and Plague expenditure, and shew that the revenue and expenditure were in equilibrium for the first four years of the period under review, but that in the next two (the years of calamity), by reason of the falling-off in revenue, without an intermission of the increase in expenditure, the Provincial balance had to bear a reduction of Rx. 307,500.

The actual condition of the account till the end of 1897-98 was as follows :—

Balance, March 31, 1892.	Rx.
	407,000
Reduced by excess of ordinary expenditure—	Rx.
1892-93 to 1895-96	6,200
1896-97	185,700
1897-98	121,800
	313,700
	93,300
Further reduction by direct famine and plague expenditure not included in the above—	
1896-97	35,400
1897-98	191,500
	226,900
Net over-expenditure of balance till 31st March 1898	133,600
Cancelled by general grant-in-aid in 1897-98 of	183,600
Leaving credit balance on 31st March 1898 of	50,000

The Revised Estimates for Bombay for 1898-99 show :—

Revenues Account	2,554,900	} Surplus on ordinary account Rx. 26,200.
Irrigation and Railway Account	+ 5,900	
Expenditure Account, excluding Plague and Famine.	2,534,600	
Plague and Famine Expenditure	354,800	



56. Putting the figures of the various provinces together, the following shews the facts up to March 31, 1898:—

Statement in Rx.	FAMINE AND PLAGUE EXPENDITURE (DIRECT).		
	From Imperial sources.	From Pro- vincial and Local sources.	Grants-in-aid by Imperial to Provincial.
Central Provinces . . . . .	1,540,245	8,820	256,700
Burma . . . . .	54,975	63,336	...
Assam . . . . .	...	..	80,000 (a)
Bengal . . . . .	576,821	553,951	...
North-Western Provinces . . . . .	2,064,025	...	263,600
Punjab . . . . .	27,502	157,920	...
Madras . . . . .	732,995	228,601	...
Bombay . . . . .	1,242,760	27,887	183,600

(a) For earthquake.

57. The Government of Bombay, both in respect of its Provincial account and in respect of its Municipalities, have been very hardly pressed by plague expenditure. They have submitted to us an examination of the financial condition of their principal Municipalities, and we have agreed to their giving out of their general revenues relief to their Municipalities to the extent of Rx. 228,078, of which the greater part goes to the City Corporation. Including this grant from their revenues, the Government of Bombay will have spent in direct charges of famine and plague—

	Famine. Rx.	Plague. Rx.	Total. Rx.
1896-97 . . . . .	24,000	11,400	35,400
1897-98 . . . . .	...	191,500	191,500
1898-99 . . . . .	24,800	330,000	354,800
TOTAL . . . . .			581,700

Out of the expenditure of the first two years, aggregating Rx. 226,900, the Provincial Government have met out of their ordinary revenues Rx. 43,300, and the balance Rx. 183,600 has been made up by special contributions by Imperial; in the same way its balance of Rx. 50,000, and Rx. 26,200, its surplus of 1898-99, fall far short of the charges Rx. 354,800 of 1898-99, and it is necessary for the Imperial Government to make a further grant-in-aid of Rx. 278,600 leaving the province, on April 1899, with an opening balance of nil. The total direct expenditure on plague and famine which has been borne by the province comes to Rx. 43,300 in the first two years and Rx. 76,200 in the last, or Rx. 119,500 in all.

It is anticipated that Rx. 126,400 of Plague expenditure will be incurred in Bombay in 1899-1900, and an equal amount of grant-in-aid from Imperial to Provincial has been estimated for in that year.

58. The grants shewn in the above paragraphs may be regarded as grants in the ordinary way of business, that is, grants made on the principle that in any case of extreme calamity, when Local aid has been exhausted, the charge must fall, as far as possible, on Provincial resources, and when they are exhausted the Imperial Government must bear the burden; and I think a liberal interpretation has been given to this Imperial responsibility, for we have taken over the direct Provincial expenditure on famine and plague of the two Provinces most affected by plague, without insisting upon their first defraying any part of it out of their own balances, and it is our desire at present to go still farther. On one or two past occasions, when Imperial finances have been subjected to great stress, we have called upon the Provincial Governments to give us aid out of their resources,



and under present circumstances, when Imperial finance by the recovery of exchange and from other causes is prosperous, and Provincial finance has been sore smitten by the consequences of famine and plague, we consider that a portion of our surplus cannot be better employed than in restoring the financial condition of the various provinces and relieving them from the financial difficulties which accompany the emergence from a state of famine and plague, so as to enable them to carry on their ordinary administration and meet their ordinary administrative necessities.

59. In the case of Bombay, though, as above described, we have made large grants towards the direct expenditure on famine and plague, yet the effect of these two calamities is still shewn in the falling-off in revenue and in indirect expenditure (on police and the like) which accompanies plague measures. We propose on these considerations to make to Bombay a grant of Rx. 150,000.

60. Bengal has not been affected by plague expenditure to anything like the same extent as Bombay; but, on the other hand, its finances have suffered from the very large extent to which the famine expenditure was met from Provincial and Local resources. We propose to make to it a similar grant of Rx. 150,000. This is in addition to the assistance already undertaken to be given from Imperial sources towards the European General Hospital at Calcutta, and also in addition to Rx. 20,000 mentioned in paragraph 51.

61. In Assam the only immediate difficulties arise in connection with earthquake damages. Towards this we have already given Rx. 160,000, and the Chief Commissioner has asked for Rx. 67,500 more. We propose now to close this account by a grant of Rx. 100,000.

62. The accounts of the Central Provinces are weighted only in respect of the very small balance it at present possesses, and the Estimates of 1898-99, as already stated, produces a deficit of Rx. 11,200; we propose to make it a grant of Rx. 50,000.

63. The claim of Madras arises mainly in respect of the fact that, at the last revision of the Provincial contracts, a larger resumption of revenue was made from it than from any other province. We propose to make a grant to it of Rx. 100,000, besides the above mentioned grants for the Famine and Plague expenditure, namely, Rx. 50,700 in 1898-99 and Rx. 64,100 in 1899-1900.

64. Burma in our opinion requires no assistance, nor, if we make a strict reckoning, do the North-Western Provinces or the Punjab. But the expenditure in these two provinces has been limited by the consideration of their general financial position, and they have also had to bear some expenditure, both direct and indirect, upon plague. We propose to give to the former a grant of Rx. 100,000, and to the latter a grant of Rx. 50,000.

65. All these amounts will be granted in the accounts of the year 1898-99, and the same amount (less the excess expenditure in the Central Provinces, Assam, Bengal, Madras, and Bombay already provided for by the Provincial Governments in their estimates) will be entered in the Estimates of 1899-1900 as expenditure out of Provincial balances under the head of Civil Works,—not as an invitation to the several Local Governments to expend the amounts in that year, but as a permission to them to do so (by re-appropriation or otherwise), if on a consideration of their general financial position and of the necessity of keeping a balance in hand, they deem it advisable. The amounts thus entered include in the case of Bengal and Madras the payments they may make against the grants of Rx. 20,000 and Rx. 30,000 referred to in paragraphs 51 and 54. The Provincial Governments should, however, bear in mind that the grants now made are grants made once for all, and that it will be dangerous for them to take them as warranting any expenditure of a recurring character; also that the Government of India in making the grants admits against itself no liability to make



good to Provincial Governments the loss or expenditure incurred by them in respect of the kinds of expenditure to which it has had regard in assessing the distribution of the grants; but admits merely that as in times of Provincial financial prosperity it has called upon the provinces to come to the aid of the general exchequer, so in times of Imperial financial prosperity it is reasonable and expedient that it should depart from a strict interpretation of its financial relations to the Provincial Governments and aid them when at the same time they have had, and have, special financial misfortunes pressing on them. Perhaps I may refer in this connexion to paragraphs 127, 128 and 129 of Major Baring's (Lord Cromer's) financial statement of 1883.

66. These several free grants, as they may be called, are specially entered in the figures attached to the Financial Statement and are in addition to those entered at the end of the statement in paragraph 47. They are:—

	Rx.
Central Provinces . . . . .	50,000
Assam . . . . .	100,000
Bengal . . . . .	150,000
North-Western Provinces . . . . .	100,000
Punjab . . . . .	50,000
Madras . . . . .	100,000
Bombay . . . . .	150,000
<b>Total . . . . .</b>	<b>700,000</b>

67. We have made fairly ample provision next year, namely, Rx. 126,400 in connection with the estimates of Bombay, Rx. 64,100 in Madras, and Rx. 209,500 not yet appropriated, for expenditure on combating the plague, which we may not unlikely have to meet in the future out of Imperial resources as we have done in the past. But we are not prepared, in a general way, to pay, out of Imperial resources, all the direct expenditure which the plague may cause, or to relieve Municipalities and other Local Bodies from the burden which necessarily falls upon them in respect of sanitary and medical expenditure caused by the approach or the advent of plague. Still less can we undertake to make up to Provincial Governments the excess expenditure which may have to be incurred under Police or in the other ordinary departments of Provincial Administration, or invite them to deal with ordinary administrative demands upon them with the same freedom which might be possible and even advisable, were we not all in the presence of a threatening calamity that necessitates our husbanding our resources as far as is possible.

### TWENTY YEARS' FINANCE.

68. Following up a purpose which I set before myself in last year's Financial Statement, I published, contemporaneously with the Finance and Revenue Accounts of last year, a summary of these accounts for the twenty years ending March 31, 1898. The summary was necessarily a statement of figures only, with no attempt at criticism, and I desire here to give some continuous account of the results which the figures shew, and explain where our Revenue and Expenditure have during these twenty years increased or decreased. The plan I adopt is to take one set of figures as the standard of the Revenue and Expenditure at the beginning of the period (or rather, say, for the year 1879), and another set as representing the standard for 1896 (that is, before the famine burst on the land). These seventeen years may be taken as a period of practically continuous financial history.

69. For the first of these two standards I take the average of the figures of 1878-79 and 1879-80. If we eliminate the war figures of these two years, which



in a comparison such as the present ought to be excluded, we obtain the following figures:—

	1878-79. Rx.	1879-80. Rx.
Surplus or Deficit . . . . .	+ 2,134,098	- 1,227,193
War Expenditure, India . . . . .	600,109	4,591,644
"    England . . . . .	£ 76,110	171,480
Surplus if war be excluded . . . . .	2,810,317	3,538,231

But we have still further to modify these figures by reason of the fact that they did not provide for the full famine liability of Rx. 1,500,000, the Famine Insurance being at the time in suspense, owing to the heavy war expenditure. This consideration adds Rx. 1,187,177 and Rx. 1,396,353 to the expenditure and reduces the surpluses to Rx. 1,623,140 and Rx. 2,141,878; or an average of Rx. 1,882,509.

That is, if we exclude consideration of war expenditure, and if we take Rx. 1,500,000 as the proper annual measure of famine liabilities, we had in 1879 a surplus of revenue of Rx. 1,882,500.

70. To find the similar figure for 1896, I take the figures of the Budget of that year which may be taken as expressing the standard of Revenue and Expenditure at the time. They are as follows, namely:—

	Rx.
Revenue in India (Budget) . . . . .	97,316,800
Expenditure, England, net (Budget) . . . . .	£ 15,735,300
Exchange (according to rate actually realized) . . . . .	10,222,300
India (Budget), less Rx. 20,000 war . . . . .	69,368,500
Add—Amount wanting to make up Rx. 1,500,000 Famine Insurance . . . . .	500,000
Total . . . . .	95,826,100
Surplus of Revenue . . . . .	1,490,700

71. We have therefore, comparing the standard of 1879 with that of 1896, a slightly worse position in the latter of the two years. I have made a careful analysis both of the increase of Revenue and of the increase of Expenditure between the two years, and I find it to be as follows:—

#### Imperial Account.

	Rx.	Rx.	Rx.
Increase of Revenue under Salt, Customs, Tributes and Miscellaneous . . . . .	...	3,810,000	
Imperial Share of Increase of Revenue under Revenues provincially administered . . . . .	...	5,419,400	
Increase of net Revenues under Post Office, Telegraph, and Mint . . . . .	...	457,400	
Improvements under Debt Services, Railways, and Irrigation (excluding consideration of exchange) . . . . .	6,327,500		
Deduct—Loss by exchange charged against Railway Liabilities . . . . .	2,608,300		
		3,719,200	
Famine Insurance reduced in account by transfer to the preceding head of charges for interest on Indian Midland and Bengal-Nagpur Railways . . . . .	...	401,500	
Cessation of Railway Construction out of Revenue . . . . .	...	845,800	
Total available improvement . . . . .	...	...	14,663,300



<i>Absorbed as follows:—</i>	Rx.	Rx.	Rx.
Deterioration of Opium Revenue	...	3,679,800	
Addition to charges for exchange. (Rate diminished from 19'85 pence to 14'45 pence)	7,337,300		
<i>Deduct</i> —Amount taken to Railway Account	2,608,300		
		4,729,000	
Deficit on Civil Administration of Upper Burma	...	455,300	
Army Services: net Charges increased from Rx. 16,693,700 to Rx. 22,167,800 (irrespective of exchange)	...	5,474,100	
Charges under "Political" increased from Rx. 427,100 to Rx. 893,700	...	471,600	
Civil and Miscellaneous charges in India increased from Rx. 1,169,200 to Rx. 1,541,300	352,100		
<i>Less</i> —Savings by decrease under Assignments and Territorial Pen- sions and Stationery	223,800		
		128,300	
Sterling Expenditure other than Army, Debt Services, and Railways in- creased (excluding exchange) from £2,486,400 to £2,920,200	...	433,800	
<b>Total</b>	...	...	15,371,900
Excess of demand over available means	...	...	708,600

#### Provincial Account.

Increase of Provincial share of Reve- nue under Revenues provincially ad- ministered (a)	...	4,102,700	
Increase in net charges for Provincial Civil Administration from Rx. 14,374,900 to Rx. 18,160,800	...	3,785,900	
<b>Balance of increase of Revenue not absorbed</b>	...	...	316,800

(a) That is,  $\frac{1}{4}$  of Land Revenue and of Excise :  $\frac{1}{4}$  of Assessed Taxes, Forest, and Registration :  $\frac{1}{4}$  of Stamps.

The deterioration on Imperial Account, Rx. 708,600, less the improvement on Provincial Account, Rx. 316,800, gives a net deterioration of Rx. 391,800, namely, a reduction in the surplus of Revenue from the standard of Rx. 1,882,500 in 1879 to that of Rx. 1,490,700 in 1896.

72. This list shews that the resources made available by increased revenue and careful administration have practically been absorbed by (1) Loss of Opium Revenue, (2) Increase of Exchange Charges, (3) Increase of Military Expenditure, (4) Increase of Political Expenditure, (5) Increase of Provincial Expenditure, i.e., of charges of Civil Administration, (6) Net Charges on account of Upper Burma.

73. On the first two of these no remark need be made here; they are misfortunes we have had to accept. The last may also be passed over without remark; the occupation of Upper Burma was a measure forced upon us by



political necessity, apart from any question of finance. The Province will, we trust, shortly meet the expenses of its civil administration, but naturally it does not as yet fully pay its way. The other three heads call for special explanation.

74. The subject of Military Expenditure is too vast to be entered on in detail. A general explanation of its increase was given by Sir Henry Brackenbury in the Budget Debate of 26th March 1896 and by Sir Edwin Collen on the same date in 1897. In respect of their military charges the Government of India feel the same necessity which presses upon all other Military Powers, and which has imposed upon even the most pacific nations increased burdens. Both our military system in its details and our general military and defensive policy are closely linked with those of England; and we cannot escape the necessity of increasing our defensive expenditure in the same way, though not perhaps to the same extent, that England does.

75. In illustration of this point I present the following figures; the English ones are taken from the Statistical Abstract of the United Kingdom, 1882 to 1895, pages 10 and 11:—

1895, pages 18 and 19.

DEFENSIVE EXPENDITURE, UNITED KINGDOM (a.)			DEFENSIVE EXPENDITURE, INDIA (b.)	
Army.	Navy.	Total.	Army and Military Works	
£	£	£	Rx.	
1882-83 .	15,133,451	10,259,853	25,393,304	16,928,587
1883-84 .	16,095,326	10,728,781	26,824,107	18,799,134
1884-85 .	18,600,338	11,427,164	30,027,402	16,955,165
1885-86 .	17,027,084	12,660,509	29,687,593	17,340,369
1886-87 .	18,429,272	13,265,401	31,694,673	19,413,293
1887-88 .	18,167,196	12,325,357	30,492,553	20,548,766
1888-89 .	15,919,738	12,990,895	28,910,633	20,305,140
1889-90 .	17,345,812	13,842,241	31,188,053	20,511,504
1890-91 .	17,550,023	14,133,358	31,673,381	20,821,160
1891-92 .	17,258,900	14,150,000	31,408,900	22,570,532
1892-93 .	17,511,700	14,302,000	31,813,700	23,705,932
1893-94 .	17,939,700	14,048,000	31,987,700	23,537,693
1894-95 .	17,899,800	17,545,000	35,444,800	23,966,973
1895-96 .	18,459,800	19,724,000	38,183,800	23,976,714
1896-97 .	18,269,800	22,170,000	40,439,800	24,384,447

(a) Excluding Expeditions and Naval Defence Fund.

(b) Excluding Special Defences and the following Expeditions: (1) Egypt, (2) Quetta, (3) Burma, (4) Chin-Lushai, (5) Chitral.

76. The result of these figures is to shew that while the Defence Expenditure in the United Kingdom has increased by 59 per cent, that in India has increased by only 44 per cent, even including the increase due to the fall of exchange, which affects Indian Military Expenditure in a special degree, owing to the

	£
Net English Expenditure . . . . .	4,000,000
British Soldiers' pay . . . . .	1,500,000
Total . . . . .	5,500,000
	Rx.
Difference of exchange 19'85d. and 14'45d. . . . .	2,526,000

large proportion of it that is measured by a sterling standard. The statement of expenditure in the United Kingdom is free from disturbance by this cause; while, on the other hand, the increase of Indian expenditure includes Rx. 2,526,000 directly due to this cause alone; and if this amount were excluded, the percentage of increase would be reduced to 29.

77. The two most recent measures causing considerable increase of Military Expenditure were the raising of the pay of native soldiers in 1895, and of that of British soldiers in 1898. The former of these concessions had been delayed on financial grounds for a length of time which all our military advisers considered to be open to objection. The second measure, the increase of British soldiers' pay, is the



result of the determination of Her Majesty's Government on a question of general imperial policy.

78. Under the head of Political Expenditure, the increase measured by percentage is even more considerable; in amount it is Rx. 471,600. A few remarks will shew that this increase has been caused solely by the necessities of external policy. Two-fifths of the whole amount arises from the one item of Rx. 180,000 for the subsidy of His Highness the Amir of Afghanistan; and the Afghan Refugees cost at least Rx. 60,000 more. The period under consideration, moreover, has witnessed the rise and development of the Baluchistan Agency, which now accounts for Rx. 130,000 of the outlay charged under this head; the appointment of an Agent on the Perso-Afghan Frontier (Rx. 13,000); the occupation of the Gilgit and Chitral Frontier (Rx. 16,000); and considerable new expenditure, say, Rx. 40,000, in controlling the tribes and employing levies along the North-Western Frontier. The head "Political" contained also in 1896 Rx. 14,000 expended on the African Coast of the Gulf of Aden (the corresponding revenues are under Miscellaneous), and the scheme of Imperial Service Troops has caused a further increase of Rx. 22,000.

79. I pass to the figures shewn against Provincial (including Local) net expenditure, which has increased during the period under review from Rx. 14,374,900 to Rx. 18,160,800. These are the charges of Civil Administration generally, and under such heads increasing outlay is not only justifiable but inevitable, in every country in which civilization is not stationary or retrograding. The system of Provincial finance is based on the theory that the increase in the Provincial share of the Revenues can be set aside for increase of expenditure upon Civil Administration, and that, if the increase is kept within this limit, we have by this limitation, under ordinary circumstances, sufficiently taken into consideration the financial difficulties arising from falling exchange, from the necessities of Military and Political Expenditure, from wars and famines. We proceed, therefore, on the assumption that there is no objection to the Provincial share of the normal growth of Revenue being, as fast as it accrues, spent on administrative improvements. As has often been pointed out, a Provincial Government can do nothing with its money except spend it; it cannot, for example, utilize a surplus for remission of taxation.

#### Conclusion.

80. The statement which I have laid before the Council exhibits, I think, a very favourable condition of Indian Finance. Some of these favourable elements are, I admit, temporary only, and due in a large measure to a specially active trade, others however are permanent and betoken the return of the prosperity and progress which I noted in my statement of March 1896, and which were so rudely interrupted by the outbreak of famine. The plague, though it is a great anxiety to both Imperial and Provincial Administrations, it is, financially speaking, well within our power to cope with, and as the first responsibility for the measures taken in connexion with it rests with the Provincial Administrations, I have been particular to examine the position of the Provincial Financial Accounts, and trust that the measures of relief and assistance sanctioned by the Government of India and set out in the statement will enable them to face the difficulties in which they are placed, though I take for granted they do not claim relief from their share in the anxieties which are inseparable from financial administration in India.



## PART II.

## DETAILS OF THE ACCOUNTS AND ESTIMATES.

## Section I.—The Accounts of 1897-98.

81. The Revised Estimate of 1897-98 was framed for a deficit of Accounts of Rx. 5,283,100; in the closed Accounts this figure rises to Rx. 5,359,211, or 1897-98. Rx. 76,111 worse than was anticipated when the Revised Estimate was framed.

The variations between the figures finally entered in the Accounts of the year and those assumed for the purposes of the Budget and the Revised Estimate are explained in the Appropriation Report published in the *Gazette of India* of the 18th instant.

The following statement compares the Revised Estimates with the Accounts of the year:—

		Revised Estimate.	Accounts.	Accounts, better.	Accounts, worse.
<b>REVENUE.</b>					
India	Rx.	96,262,000	96,139,287	...	122,713
England	£	192,000	193,602	1,662	...
Exchange	Rx.	107,500	109,055	1,555	...
<b>Total</b>	Rx.	96,561,500	96,441,004	...	119,496
<b>EXPENDITURE.</b>					
India—					
Imperial, Provincial, and Local	Rx.	77,136,300	76,939,069	197,231	...
Adjustment of Provincial and Local Surplus or Deficit	Rx.	—705,700	—457,678	...	248,022
<b>Net</b>	Rx.	76,430,600	76,481,391	...	50,791
England	£	16,200,000	16,108,263	91,737	...
Exchange	Rx.	9,123,000	9,121,502	1,498	...
<b>Total</b>	Rx.	101,844,600	101,801,215	43,385	...
<b>DEFICIT</b>	Rx.	—5,283,100	—5,359,211	...	76,111

82. The Revenue in India was less than the sum anticipated in the Revised Estimate by Rx. 122,713, and the Expenditure finally chargeable against that Revenue, after making allowance for the adjustment of the sums by which Provincial and Local Revenues were in surplus or deficit, exceeded the forecast by Rx. 50,791. In India, therefore, the Accounts as a whole turn out worse than the Estimate by Rx. 173,504. Against this must be set an improvement in Revenue in England of Rx. 3,217, and a decrease in Expenditure in England of Rx. 94,176—in all Rx. 97,393, including exchange. The sum of Rx. 76,111, being the difference between the results obtained in India and England, represents the total falling-off in the Accounts as compared with the Revised Estimate of the year. 1897-98. General Results.

83. The Land Revenue actually realised fell short of the Revised Estimate by Rx. 248,658. In the North-Western Provinces the collections were over-estimated by Rx. 157,820, and in Bombay by Rx. 104,384; while in Burma a sum of Rx. 46,270 was collected in excess of the Estimate. Owing to the fact that the largest instalment of Land Revenue falls due towards the close of the financial year, there is at all times a difficulty in making a precise forecast of the March collections, and in the past year the Estimate was also indirectly affected by the 1897-98. Revenue in India.



famine, which left it uncertain to the last moment to what extent it would be possible to enforce any given measure of compliance with the revenue demand of the year.

The Opium Revenue proved worse than the Estimate by Rx. 62,528, due to a decline in the exports of Malwa Opium to China. On the other hand, the realisations under Customs show an improvement of Rx. 63,895, and the Railway Revenue rose by Rx. 90,857 owing to a slight increase of traffic on some of the Railways towards the close of the year.

1897-98.  
Expenditure in  
India.

84. On the Expenditure side the outlay on Famine Relief during the last weeks of the year was less by Rx. 66,112 owing to the cessation of operations earlier than had been anticipated. In the Railway Revenue Account there was a saving of Rx. 125,704 on the Revised Estimate mainly under Working Expenses. Army Expenditure shows an excess of Rx. 62,239 due to increased payments to Native Troops on account of compensation for dearness of provisions and forage.

1897-98.  
Revenue and  
Expenditure  
in England.

85. The reduction in Expenditure in England of £92,737, or including Exchange Rx. 94,176, consists for the most part of a saving under Army Charges of £67,773. The increase in Revenue in England comes to the trifling sum of £1,662, or including Exchange Rx. 3,217, and consists mainly of recoveries on account of stores.

86. The Expenditure not charged to Revenue amounted to Rx. 4,328,541 as compared with Rx. 4,604,600 entered in the Revised Estimate.

#### Section II.—Revised Estimate of 1898-1899.

1898-99.  
Statement of the  
gross figures.

87. The following is a general comparison of the Budget Estimates with the Revised Estimates of 1898-99:—

	Budget.	Revised.	Revised, better.	Revised, worse.
<b>REVENUE.</b>				
India . . . . Rx.	98,791,700	101,217,400	2,425,700	
England . . . . Rx.	1,83,300	2,22,500	44,200	
Exchange . . . . Rx.	105,400	116,200	10,800	
<b>TOTAL . Rx.</b>	<b>99,080,400</b>	<b>101,556,100</b>	<b>2,480,700</b>	
<b>EXPENDITURE.</b>				
India—				
Imperial, Provincial, and Local Rx.	72,610,100	71,603,300	1,006,800	
Adjustment of Provincial and Local Surplus or Deficit . Rx.	—116,800	+1,417,900	...	1,534,700
<b>NET . Rx.</b>	<b>72,493,300</b>	<b>73,021,200</b>	<b>...</b>	<b>527,900</b>
England . . . . Rx.	16,174,800	16,123,700	51,100	
Exchange . . . . Rx.	9,225,900	8,161,800	1,064,100	
<b>TOTAL . Rx.</b>	<b>98,194,000</b>	<b>97,306,700</b>	<b>887,300</b>	
<b>SURPLUS . Rx.</b>	<b>891,400</b>	<b>4,259,400</b>	<b>3,168,000</b>	

1898-99.  
General features.

88. The leading characteristic of 1898-99 is the rapid recovery of the revenue from the effect of the unfavourable conditions prevailing in the two preceding years. Under all heads of Revenue, except Stamps and Registration, the sums actually realised are largely in excess of the forecast framed a year ago. The general prosperity of the people has added to the receipts under Salt and Customs; abundant harvests have increased the Railway Revenue; Opium has sold for higher prices and has cost less to produce; the burden of famine



relief has been removed; military expenditure has been reduced earlier and to a larger extent than was anticipated; and the charge for exchange has been less by a crore of rupees than that assumed in framing the Budget. The only adverse feature is the revival and extension of plague which has increased the medical expenditure in every Province and injuriously affected some branches of revenue.

89. The Revenue in India is expected to exceed the Budget Estimate by <sup>1898-99.</sup> Rx. 2,425,700, and besides this there will be a reduction of expenditure of <sup>General Results.</sup> Rx. 1,005,800 made up of Rx. 518,600 under Army, Rx. 305,200 under Opium, and Rx. 208,500 under Public Works—Buildings and Roads. Of this total improvement in India of Rx. 3,432,500, Rx. 1,534,700 occurs under Provincial and Local, and Rx. 1,897,800 under Imperial. The Revenue in England shows an increase of £44,200, and the Expenditure a decline of £151,100. Adding to these a reduction of the net charge for exchange by Rx. 1,074,900, the final result is an increase of the surplus of the year by Rx. 3,168,000 from Rx. 891,400 to Rx. 4,059,400.

90. The more important increases of Revenue in India occur under the following heads:— <sup>1898-99.</sup> <sup>Increase of Revenue in India.</sup>

	Rx.
Land Revenue . . . . .	111,200
Opium . . . . .	349,600
Salt . . . . .	319,200
Provincial Rates . . . . .	92,100
Customs . . . . .	307,900
Forests . . . . .	102,400
Miscellaneous . . . . .	102,100
Railway Receipts . . . . .	884,200
Irrigation Major Works . . . . .	193,200

91. The increase of Rx. 111,200 in the collections of Land Revenue <sup>1898-99.</sup> includes the following amounts in excess of the Estimate:— <sup>Land Revenue.</sup>

	Rx.
Burma . . . . .	100,800
North-Western Provinces and Oudh . . . . .	52,000
Bombay . . . . .	33,600

In Burma the continuous expansion of cultivation induced by a fertile soil and light settlements and the revision of assessment-rates have added to the ordinary revenue, and the yield of the Capitation Tax has been raised by the natural increase of population. In the North-Western Provinces and Oudh large sums are expected to be realised on account both of ordinary arrears and of revenue suspended during the famine. The enhanced collections in Bombay include arrears due to plague in some districts and to bad seasons in others; while in Sind the revenue has been raised not only by these causes, but by a favourable inundation greatly extending the area under spring crops.

Account must also be taken of the following decreases:—

	Rx.
Madras . . . . .	32,100
Central Provinces . . . . .	35,000
India . . . . .	10,900



The decrease in Madras is due to a fall in the sales of lands benefited by the Periyar Irrigation Scheme in Madura; the Central Provinces figures are affected by suspensions of revenue and smaller recoveries of arrears; and the decline under India General is caused by the failure of the rains and general scarcity in Ajmir, and by drought, locusts, and low prices in Baluchistan where the Land Revenue is collected in produce.

92. Although the collections of Land Revenue in 1898-99 are expected to exceed the Budget Estimate, the Imperial share of the total collections will be considerably less by reason of the special contributions given in aid of Provincial resources which involve a re-adjustment of the Imperial and Provincial shares of the revenue.

The following table compares the respective shares as they appear in the Budget and Revised Estimates :—

	LAND REVENUE, BUDGET OF 1898-99.		LAND REVENUE, REVISED ESTIMATES OF 1898-99.	
	Imperial share.	Provincial share.	Imperial share.	Provincial share.
	Rx.	Rx.	Rx.	Rx.
Distribution according to Provincial Settlement	16,237,900	11,330,300	16,254,300	11,415,100
Add or Deduct— Special contribution in aid of Plague and Famine expenditure and of General Re- sources of Provincial Governments	—150,000	+150,000	—1,129,300	+1,129,300
Distribution according to Estimates	16,087,900	11,480,300	15,125,000	12,544,400

The contribution of Rx. 150,000 entered in the Budget Estimate of 1898-99 includes Rx. 80,000 granted to Assam in aid of expenditure incurred on the repair of Earthquake damages, and Rx. 70,000 to Bombay in aid of Plague expenditure. The amount in the Revised, Rx. 1,129,300, is made up as follows :—

	Rx.
General contribution in aid of Provincial resources as stated in paragraph 66 of this Statement	700,000
Special contribution in aid of Earthquake expenditure in Assam	80,000
Special contribution in aid of Plague expenditure by Local Bodies in Bengal	20,000
Special contribution in aid of Famine and Plague expenditure in Madras (Provincial and Local)	50,700
Special contribution in aid of Famine and Plague expenditure in Bombay	278,600
<b>TOTAL</b>	<b>1,129,300</b>

1898-99.

Opium Revenue.

93. The receipts from Opium in Bengal are likely to exceed the estimate by Rx. 264,500, the bulk of which represents the difference between Rs. 1,000 a chest, the price assumed in the Budget for Bengal Opium, and Rs. 1,055, the average actually realised. At the same time the quantity sold during the last three months of the year has risen by 450 chests, representing an increase in revenue of Rx. 51,600. More favourable conditions in the China market, aided by the reduction of the pass-duty on Malwa Opium from Rs. 600 to Rs. 500 per chest, which took place in October 1897, seem to have brought about a substantial recovery of the trade, though the exports have as yet hardly returned to the



level at which they stood before the great decline of 1896-97 and 1897-98. The result is an increase in the receipts over the estimate of Rx. 84,000.

94. Of the increase of Rx. 319,200 under Salt, the sum of Rx. 215,000, which has been realised in Madras, represents mainly the recovery of revenue deferred under the credit system from the previous year. The revenue brought to account during the year has probably also been to some extent enhanced by the fact that the rise in the price of Government paper during the last few months has tended to discourage resort to the credit system and to stimulate cash sales.

The receipts of the Northern India Salt Department show an increase of Rx. 52,200 due partly to normal development, but mainly to the revival of trade in Kohat salt consequent on the pacification of the frontier.

95. An increase of Rx. 23,200 in Bengal is due to the receipts under Local having been under-estimated in the Budget. In the North-Western Provinces Rx. 17,100 and in Madras Rx. 22,900 have been added in the collection of arrears, and in Bombay the increase of Rx. 17,600 has followed the rise in Land Revenue.

96. Of the rise of Rx. 307,900 under Customs, Rx. 199,100 occurs in Burma, —Rx. 66,200 under Imports, chiefly Manufactured Articles, Liquors, and Articles of Food and Drink, and Rx. 130,000 under Export Duty on Rice. Bengal accounts for Rx. 105,000 distributed over Articles of Food and Drink, Silver Bullion and Coin, Oils, and Liquors; and Bombay shows Rx. 37,000 comprising considerable increases under Oils, Liquors, Silver Bullion and Coin, Articles of Food and Drink, and Excise on Cotton Goods, and substantial decreases under Manufactured Articles and Import Duty on Cotton Goods. A decline of Rx. 34,200 in Madras occurs under Spirits and Liquors, Imported Cotton Goods, and Miscellaneous Exports.

97. The increase of Rx. 102,400 under Forests is made up of a rise of Rx. 199,500 in Burma, mainly due to the large demand for, and high market value of teak timber, which has added Rx. 111,500 to the royalty paid by the Bombay-Burma Trading Corporation for the forests from which they derive their supplies. The increase also includes a sum of Rx. 12,000 paid by the same Company in connection with mal-practices committed by their employés. A reduction of Rx. 71,400 in Bombay is ascribed to the depression in trade caused by the continuance of plague, and to the smaller demand for locomotive fuel in Sind and for forest produce in general.

98. The increase of Rx. 102,100 under Miscellaneous Revenue includes one sum of Rx. 57,400 recovered from the Burma Railway Company for the value of work done by famine labour on the Meiktila-Myingyan Railway, and another of Rx. 37,500 realised in Madras by the sale of cloth manufactured at Government expense during the recent famine in order to afford relief to weavers in distress.

99. The great rise of Rx. 884,200 in Railway Revenue in India is mainly due to the general development of traffic of all kinds which results directly and indirectly from the opening of new sections of line, and to the large export of grain which was rendered possible by the harvesting of good winter crops. The more important increases occur on the following lines:—

	Rx.
North-Western . . . . .	310,000
Great Indian Peninsula (net) . . . . .	416,000
Bombay, Baroda and Central India (net) . . . . .	210,000
East Indian . . . . .	200,000
Rajputana-Malwa . . . . .	160,000



and the more important decreases on the following :—

	Rx.
Eastern Bengal . . . . .	110,000
Southern Mahratta . . . . .	115,000
South Indian . . . . .	70,000
Mysore . . . . .	55,000
East Coast, including Bezwada-Madras . . . . .	60,000
Madras (net) . . . . .	55,000

The reduction on the Eastern Bengal State Railway was due to a short jute crop, and that on the Railways in Southern India to the effect of plague on the passenger traffic. The falling-off on the East Coast Railway was caused by delay in opening the Bezwada-Madras Section.

100. The increase of Rx. 193,200 in Irrigation Revenue is distributed as follows :—

	Rx.
North-Western Provinces and Oudh . . . . .	56,200
Punjab . . . . .	120,800
Other Provinces . . . . .	16,200

In the North-Western Provinces the area irrigated during the past *Kharif* season was larger than had been anticipated. A similar expansion of irrigation occurred on the Bari Doab, Sirhind, and Swat River Canals in the Punjab and on the Deccan and Guzarat Canals in Bombay, while in Sind a better supply of water produced an enhanced demand. The receipts were also raised by the recovery of outstanding balances on the Western Jumna Canal and in the Deccan and Guzarat.

101. The only decrease of any moment in the revenue of the current year occurs under the head of Telegraph Receipts, which show a falling-off of Rx. 154,800 made up as follows :—

	Rx.
Indian Telegraph . . . . .	114,400
Indo-European Telegraph . . . . .	40,400

The falling-off under the former head is due partly to the cessation of military operations on the North-West Frontier, but chiefly to the fact that, since the practice of delivering deferred telegrams by hand instead of sending them by post has been introduced, this class of message has gained greatly in popularity, and has to a considerable extent taken the place formerly occupied by ordinary and urgent messages. The decline in the Indo-European receipts occurs in the message traffic with the Indian Telegraph Department transferred at Karachi.

102. The more important increases of expenditure in India are :—

	Rx.
Medical . . . . .	327,800
State Railways: Working Expenses . . . . .	106,100
Guaranteed Companies: Surplus Profits, Land, and Supervision . . . . .	106,100
Mint . . . . .	49,000

103. The large increase under Medical is due to the impossibility of making an accurate forecast of the expenditure required to guard against the spread of the plague in new directions, and to combat the disease where it has once become established. The cost of these operations continues to be far heavier in Bombay than elsewhere, and out of the total increase of Rx. 327,800 in the expenditure entered under Medical no less than Rx. 268,200 has been incurred in that province. The following statement gives an estimate of the cost in each province under Imperial, Provincial, and Local heads of the preventive and remedial



measures undertaken in 1896-97, 1897-98, 1898-99, and contemplated in 1899-1900:—

*Statement of direct and indirect expenditure connected with the plague under the various heads of accounts for the years 1896-97, 1897-98, 1898-99, and 1899-1900.*

	India.	Central Provinces.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Accounts, 1896-97.</b>								
3.—Land Revenue	...	...	...	...	...	...	100	100
18.—General Administration	...	...	...	...	...	...	3,100	3,100
19A.—Courts of Law	...	...	...	200	...	...	200	400
19B.—Jails	...	...	100	...	...	...	...	100
20.—Police	...	...	...	100	...	...	200	1,000
24.—Medical	...	200	4,300	500	200	...	13,000	19,600
<b>TOTAL</b>	...	200	4,400	800	200	...	18,100	23,700
<b>Accounts, 1897-98.</b>								
3.—Land Revenue	...	...	...	300	600	...	2,100	3,000
5 and 7.—Salt and Excise	...	...	...	...	...	...	100	100
9.—Customs	...	...	...	...	...	...	600	600
11.—Forest	...	...	...	...	...	...	100	100
18.—General Administration	4,100	...	...	...	100	...	9,300	13,500
19A.—Law and Justice, Courts of Law	...	...	...	700	300	200	700	1,900
20.—Police	200	...	1,500	1,100	1,000	100	12,800	16,700
22.—Education	...	...	...	...	...	...	100	100
24.—Medical	6,100	6,000	30,700	23,800	13,400	6,400	210,600	297,000
25.—Political	...	...	...	...	...	...	100	100
30.—Stationery and Printing	...	...	...	...	...	...	1,200	1,200
45.—Civil Works	...	...	...	...	...	...	14,300	14,300
<b>TOTAL</b>	10,400	6,000	32,200	25,900	15,400	6,700	252,000	348,600
<b>Revised Estimates, 1898-99.</b>								
3.—Land Revenue	...	...	...	300	6,300	500	1,700	9,000
5 and 7.—Salt and Excise	...	...	...	...	...	100	...	100
9.—Customs	...	...	...	...	...	...	800	800
15.—Post Office	...	...	...	...	...	100	...	100
18.—General Administration	2,900	...	...	...	100	400	10,400	13,800
19A.—Law and Justice—Courts of Law	...	...	...	300	2,400	100	700	3,500
20.—Police	700	...	4,000	7,000	9,500	600	16,800	28,600
24.—Medical	16,000	17,200	15,600	19,800	29,600	56,500	334,200	588,900
25.—Political	...	...	...	...	...	...	300	300
30.—Stationery and Printing	600	...	...	...	...	...	1,400	2,000
45.—Civil Works	...	...	...	...	...	...	3,800	3,800
<b>TOTAL</b>	20,200	17,200	19,600	27,400	48,100	58,300	390,100	580,900
<b>Budget Estimate, 1899-1900.</b>								
3.—Land Revenue	...	...	...	...	...	4,100	1,100	5,200
5 and 7.—Salt and Excise	...	...	...	...	...	700	...	700
9.—Customs	...	...	...	...	...	...	400	400
15.—Post Office	...	...	...	...	...	100	...	100
18.—General Administration	1,700	...	...	...	...	400	10,500	12,600
19A.—Law and Justice, Courts of Law	...	...	...	...	...	400	...	400
20.—Police	1,400	...	8,800	5,000	...	2,900	13,800	33,900
24.—Medical	223,500	17,800	5,000	20,800	5,500	159,100	152,000	588,700
25.—Political	...	...	...	...	...	...	100	100
30.—Stationery and Printing	1,000	...	...	...	...	...	1,500	2,500
<b>TOTAL</b>	227,600	17,800	13,800	25,800	5,500	147,700	179,400	617,600
<b>GRAND TOTAL, FOUR YEARS.</b>	258,200	41,200	70,000	79,500	69,200	212,700	839,600	1,570,800



104. The Statement illustrates the gradual spread of plague since its first appearance in Bombay in 1896-97. In that year the measures undertaken to check the progress of the disease cost Rs. 23,700, of which Rs. 18,100 was spent in the area where it was actually prevalent, the balance representing outlay on railway inspection and similar measures designed to guard against its extension to provinces not then infected. In 1897-98 the total expenditure rose to Rs. 348,600, including Rs. 252,000 in Bombay and Sind. In addition to this, Bengal devoted Rs. 32,200 to the development of protective measures on lines of railway and to watching arrivals from infected areas; the North-Western Provinces and Oudh spent Rs. 25,900 in suppressing the outbreak of plague at Hardwar; and the Punjab spent Rs. 15,400 on preventive operations in the districts of Jullundur and Hoshiarpur. In 1898-99 there was a further increase of the total expenditure, as shown in the Revised Estimate, to Rs. 580,900, including Rs. 390,100 in Bombay, Rs. 58,300 in Madras where the plague has appeared in several districts, Rs. 48,700 in the Punjab, Rs. 27,400 in the North-Western Provinces, Rs. 19,600 in Bengal where protective arrangements were maintained and an outbreak occurred in Calcutta, and Rs. 20,200 under India General which includes the cost of combating the outbreak in Bangalore.

105. The estimate for next year amounts to Rs. 617,600, and provides for an increase of expenditure in Madras from Rs. 58,300 to Rs. 147,700; while the charges in Bombay are taken at Rs. 179,400, or Rs. 210,700 less than the Revised figures of the current year. A provision of Rs. 209,500 has been made under India General in order to meet requirements which cannot now be foreseen.

106. During the four years covered by the Statement the total expenditure by Government and District Funds in India amounts to Rs. 1,570,800, to which must be added £22,560 (including Exchange Rs. 34,862) spent in England on payments to doctors and nurses engaged for service in India. Even where plague itself has not appeared the necessity of maintaining inspection camps on the chief lines of communication imposes a severe burden on Provincial finances and strains the resources of the medical staff. The Statement takes no account of the heavy expenditure incurred by Native States and Municipalities except so far as it includes grants made by the Bombay Government in aid of municipal outlay on plague.

The expenditure from the Home Treasury on account of pay, passage, etc., of medical officers and lady nurses in each of the four years has been or will be as follows:—

	Sterling. £	Exchange. Rs.	Total. Rs.
1896-97 . . . . .	1,013	669	1,682
1897-98 . . . . .	11,247	6,333	17,580
1898-99 (Revised) . . . . .	5,300	2,700	8,000
1899-1900 (Budget) . . . . .	5,000	2,600	7,600
<b>TOTAL</b> . . . . .	<b>22,560</b>	<b>12,302</b>	<b>34,862</b>

1898-99.

State Railways:

Working Expenses.

107. The rise in the Working Expenses of State Railways represents for the most part the cost of earning the increased revenue mentioned in paragraph 99 above. It is due chiefly to the heavier traffic worked, the greater lengths of mileage open, and to more extensive renewals of stock and permanent-way. Some lines have also had to provide for special repairs of the damage caused by the earthquake of 12th June 1897 and by floods. The more important increases occur on the following Railways:—

	Rs.
East Indian . . . . .	190,000
Rajputana-Malwa . . . . .	90,000
Assam-Bengal . . . . .	36,000



These are, however, to some extent counterbalanced by a decrease in the Working Expenses of the other lines noted below:—

	Rx.
North-Western	100,000
East Coast, including Bezwada-Madras	40,000
Southern Mahratta	35,000
Mysore	25,000
Oudh and Rohilkhand	20,000

108. The increase of expenditure under Surplus Profits, Land, and Supervision is made up of an increase under Surplus Profits of Rx. 197,200 and a decrease under Land and Supervision of Rx. 91,100. Under the former head no provision was made in the Budget Estimate for the payment of surplus profits to the Madras Railway Company, and the goods earnings of the Bombay, Baroda and Central India and the Great Indian Peninsula were under-estimated. The charges under Land and Supervision are reduced owing to less land being taken up for the Calicut-Cannanore Branch in Madras and certain minor lines in Bombay than had been originally expected.

109. The increase in Mint expenditure occurs partly under temporary establishment and overtime allowances for the recoinage of Bhopal and Kashmir rupees—an outlay more than counterbalanced by an increase in the Mint receipts. But the major portion of the increase is due to a loss of Rx. 40,000 on copper coinage in 1898-99. The gain or loss on copper coinage represents the difference between the face value of the coins actually put into circulation and the cost of making and distributing them. Of the enormous quantity of copper coin issued in the famine years for relief payments, a large proportion is now returning from circulation because it is in excess of the normal requirements of the people. The Estimate provides for the resulting loss on the coins so returned.

110. The more important decreases of expenditure occur under the following heads:—

	Rx.	Decrease of Expenditure in India.
Land Revenue	59,600	
Opium	305,200	
Salt	53,400	
Education	60,300	
Political	83,000	
Subsidised Railway Companies: Land and Subsidy	81,200	
Civil Works	208,500	
Army	518,600	

111. The decrease of Rx. 59,600 under Land Revenue occurs for the most part under the heads of Salaries, Exchange Compensation Allowance, Establishments, and Savings under Survey and Settlement in the North-Western Provinces, the Punjab, and Burma. The decrease of Rx. 15,400 in Madras is mainly under Local, and arises from delay in giving effect to a scheme for raising the pay of village accountants.

112. Under Opium the reduction of Rx. 305,200 in the estimated expenditure is almost wholly under Payments to Cultivators, which vary from year to year with the yield of the crop. The greater part of it occurs in Behar, where the sums likely to be required seem to have been greatly over-estimated.

113. Of the decline of Rx. 53,400 under Salt, Madras accounts for Rx. 25,100, more than half of which is under the Purchase and Freight of Salt. A decrease of Rx. 12,500 in Bengal is due to the whole of the Preventive Staff sanctioned for Orissa not having been appointed during the year. A similar decline in the expenditure of the Northern India Salt Department is due to smaller payments of salaries, reduction of charges for manufacture, and to the abolition of the Indus Preventive Line.



1898-99.  
Education  
Expenditure.

114. The decline of expenditure on Education is largest in Bengal (Rx. 17,200), owing to the charges on account of salaries being over-estimated, and in Bombay (Rx. 12,700) where the outlay was affected by the prevalence of plague.

1898-99.  
Political  
Expenditure.

115. Of the reduction of Rx. 83,000 under Political Expenditure, more than half is due to the subsidy to the Amir of Kabul not having been drawn in full. An apparent saving is also caused by the charges for the escort of the Burma-China Boundary Delimitation Commission being adjusted in the Military Accounts.

1898-99.  
Subsidised  
Railway Com-  
panies, Land and  
Subsidy.

116. The decrease in the payments to Subsidised Railway Companies occurs wholly in the item of land, and is due to the programme of the year not having been worked up to in the case of the Bengal and North-Western, Bhagalpur-Baidyanath, Mymensingh-Jamalpur, Amritsar-Sarhali, Jullundur-Hoshiarpur, and several other Railways.

1898-99.  
Civil Works.

117. Of the entire saving of Rx. 208,500 anticipated under the head of Civil Works, Rx. 118,800 occurs in the Local Section of the Estimates, and is due partly to the failure of District Boards to work up to their estimates, and partly to the estimates themselves having been revised in Bombay and Madras in order to provide funds for plague purposes. The former cause accounts for differences of Rx. 35,000 in Bengal, Rx. 21,400 in the North-Western Provinces and Oudh, and Rx. 12,400 in Burma; and the latter for decreases of Rx. 26,100 in Bombay, and Rx. 22,000 in Madras.

In the Provincial Section the savings amount to Rx. 69,600, of which the North-Western Provinces and Oudh contribute Rx. 9,000, Bombay Rx. 13,500, and Madras Rx. 18,400. In the North-Western Provinces the decrease is due partly to expenditure proceeding at a slower rate than was expected, and partly to the transfer of the Ghazipur Steam Ferry to the Bengal and North-Western Railway. In Bombay grants were reduced on general financial grounds after the Budget was passed, and in Madras savings were caused by a transfer to the Educational Department and by the non-payment of grants to Municipalities for water-supply projects.

1898-99.  
Army  
Expenditure.

118. The large decrease of Rx. 518,600 in Army Expenditure in India comprises the following important reductions:—

	Rx.
Military operations and special services due to the demobilisation of the Tirah Expeditionary Force in April 1898, and the substitution of the Khyber Brigade with moveable column for the Khyber Force as originally constituted . . . . .	291,100
Saving on Exchange Compensation Allowance owing to the rise in exchange . . . . .	41,200
Reduced expenditure under Army and Garrison Staff and Regimental Pay and Allowances with reference to recent actuals . . . . .	24,500
Saving arising from the short strength of the Army . . . . .	55,200
Saving on account of Troops serving in East Africa and Mauritius and charged to the Imperial Government . . . . .	33,400
Transfer to the Civil Estimates of charges for the pay of officers on plague duty . . . . .	24,100
Lapse of provision for increase of Commissariat-Transport Officers . . . . .	20,000
Reduced price of food and forage . . . . .	65,000



119. One cause of saving which affects not only Army Expenditure, but most of the important heads of Expenditure in India, is the rise in the rate of exchange, on the basis of which the Exchange Compensation Allowances have been calculated. The average rate assumed in the Budget Estimate of 1898-99 for this calculation was  $15\frac{1}{2}d.$ ; but the four quarterly rates with reference to which the allowances have been actually paid are  $15\frac{1}{2}d.$ ,  $15\frac{1}{2}d.$ ,  $15\frac{1}{2}d.$ , and  $15\frac{1}{2}d.$ , yielding an average for the whole year of  $15\frac{1}{2}d.$  The consequent saving amounts to Rx. 119,000.

1898-99.  
Exchange  
Compensation  
Allowances.

120. The Sterling receipts are expected to exceed the Budget Estimate by £44,200. The three important items composing this increase are: £18,000 under Interest on temporary investments of Cash Balance, the rates of interest realised being higher; £9,000 representing larger miscellaneous receipts connected with the supply of stores to India; and £10,400 under Army receipts, mainly in connection with the Indian Troop Service and other effective services.

1898-99.  
Revenue in  
England.

121. The Sterling expenditure is expected to be less than the Budget Estimate by £151,100. The important variations comprising this difference are (1) a reduction of £83,300 in the charge for interest on loans; (2) a saving of £145,200 in the Army effective and non-effective charges; and (3) increases of £36,300 and £24,400, respectively, under Civil Furlough Allowances and Military Works.

1898-99.  
Expenditure in  
England.

The Interest charges are less by £83,300, of which £35,400 represents a decrease in interest on India  $2\frac{1}{2}$  per cent Stock owing to the loan this year not having been issued so early as was expected; £44,900 comes under reduction in interest on India Bills, due to a smaller amount of Bills being issued; while in addition to these savings, £10,000 provided to meet interest on temporary loans from the Bank of England was not required. On the other hand, the discount on the loan of £6,000,000 India  $2\frac{1}{2}$  per cent Stock issued in July 1898 amounted to £702,300. As this sum is exceptionally large, it has been decided to depart from the usual practice of entering the whole of it as a charge on the Revenue of the year, and to reduce the amount of debt incurred in excess of the money actually raised by means of a Discount Sinking Fund spread over 50 years, the rate of interest adopted in the calculation for the Sinking Fund being  $2\frac{1}{2}$  per cent. A sum of £7,000 has accordingly been entered in the Revised Estimate as the first investment towards this Sinking Fund.

As regards Army charges, the reduction in the demands for stores—mainly Ordnance stores—amounted to £105,000, and the payments for pay and pensions of non-effective and retired officers of the Indian Service and for furlough allowances of officers of that service are expected to be less than the Estimate by £88,000. On the other hand, arrear payments of £34,500 due to the War Office for effective and non-effective Army charges of the year 1897-98 have been made in the current year; there has also been an excess charge of £17,000 under the head of Troop Service.

The payments for Civil Furlough and Absentee Allowances have exceeded the Estimates owing to the exceptionally large number of officers on furlough, and the demands for stores required for the Bangalore Water-works have swelled the expenditure on account of Military Works.

122. The net charge for Exchange on Sterling expenditure is less than in the Budget Estimate by Rx. 1,074,900. The net Sterling expenditure is less by £195,300, and the Exchange on this difference at the rate of £1 = R 15.6, the rate of the Budget Estimate, is Rx. 109,400, which is the saving in Exchange due to the decrease in Sterling payments. The direct saving from the rise in the rate of Exchange from £1 = R 15.6 to £1 = R 15 is, therefore, Rx. 965,500.

1898-99.  
Exchange.



## Section III.—Budget Estimate of 1899-1900.

1899-1900.

Statement of the  
gross figures.

123. The following is a general comparison of the Budget Estimate of 1899-1900 with that of 1898-99:—

		1898-99.	1899-1900.	1899-1900, better.	1899-1900, worse.
<b>REVENUE.</b>					
India	Rx.	98,791,700	101,615,900	2,854,200	
England	Rx.	188,300	207,100	18,800	
Exchange	Rx.	105,400	108,500	3,100	
<b>TOTAL</b>	<b>Rx.</b>	<b>99,085,400</b>	<b>101,931,500</b>	<b>2,876,100</b>	
<b>EXPENDITURE.</b>					
India—					
Imperial, Provincial, and Local	Rx.	72,610,100	73,762,600		1,152,500
Adjustment of Provincial and Local surplus or Deficit	Rx.	—116,800	—924,700	807,900	
<b>Net</b>	<b>Rx.</b>	<b>72,493,300</b>	<b>72,837,900</b>		<b>344,600</b>
England	Rx.	16,474,800	16,531,600		56,800
Exchange	Rx.	9,225,900	8,659,400	566,500	
<b>TOTAL</b>	<b>Rx.</b>	<b>98,194,000</b>	<b>98,028,900</b>	<b>165,100</b>	
<b>SURPLUS</b>	<b>Rx.</b>	<b>891,400</b>	<b>3,932,600</b>	<b>3,041,200</b>	

1899-1900.

Main features.

124. The year opens with fair promise. Except in limited areas in the Central Provinces and the Punjab the agricultural prospects are good, and the bulk of the population have returned to the standard of living which prevailed before the scarcity compelled them to reduce their consumption of all but absolute necessities. An expansion is accordingly looked for under all the principal heads of Revenues, except Registration fees, which are really payments for services rendered; and Railway receipts, which are a good test of general prosperity, are expected to show a corresponding increase. The only serious rise of expenditure is in the medical charges connected with the plague: the other increases represent improvements of administration, or outlay required to earn increased revenue.

1899-1900.

General Results.

125. The Revenue in India is expected to exceed the estimated receipts of 1898-99 by Rx. 2,854,200, while the Expenditure, after allowing for the adjustment of Provincial and Local surpluses or deficits, will be increased by Rx. 344,600. In England an improvement of £18,800 in Revenue is anticipated against a rise in Expenditure of £56,800. At the same time the net charge for exchange will be reduced by Rx. 569,600, so that the combined account works out to a surplus of Rx. 3,932,600, being Rx. 3,041,200 in excess of the estimated surplus of 1898-99.

1899-1900.

Increases of Re-  
venue in India.

126. The following are the most important increases of Revenue in India:—

Land Revenue	73,700
Opium	673,900
Excise	60,900
Provincial Rates	91,500
Customs	58,200
Assessed Taxes	55,900
Forest	55,100



## Railways—

State, Gross Receipts . . . . .	854,500
Guaranteed, Net Traffic Receipts . . . . .	768,500

## Irrigation—

Major Works—Direct Receipts . . . . .	139,800
Land Revenue due to Irrigation . . . . .	71,100

127. The growth of Land Revenue is most marked in Burma, where 1899-1900.  
 Rx. 107,900 is expected to accrue from revision of assessments and increase in Land Revenue.  
 cultivation. In the North-Western Provinces and Oudh Rx. 110,300 will be gained  
 by enhancements of revenue resulting from the regular revision of settlements.  
 An increase of Rx. 34,300 in the Central Provinces is due to provision having  
 been made for the recovery of famine arrears. Decreases of Rx. 113,500 in  
 Madras and of Rx. 25,400 in Bombay are caused by the reduction of the arrear  
 balances which swelled the receipts in the current year added in the latter case to  
 a less favourable inundation in Sind.

128. The Estimate anticipates an increase of Rx. 587,300 in the Opium Rev- 1899-1900.  
 enue in Bengal. Prices show an almost unbroken rise throughout the past year; Opium Revenue.  
 the average per chest has gone up from Rs. 1,023 in 1897-98 to Rs. 1,055 in the cur-  
 rent year and the price realised at the sale of March 1899 is Rs. 1,149 against Rs. 948  
 at the same time a year ago. Rs. 1,100 has accordingly been taken as the average  
 price for the ensuing year. In Bombay it is assumed that the revival of the trade  
 in Malwa Opium, which has followed on the reduction of duty, will continue un-  
 abated, and that the number of chests exported will be the same as in the current  
 year. On this basis an increase in revenue of Rx. 84,000 is looked for.

129. The Excise Revenue has been slow to recover from the depression 1899-1900.  
 caused by the famine, and the Estimate anticipates only the moderate Excise Revenue.  
 increase of Rx. 60,900. To this the North-Western Provinces and Oudh con-  
 tributes Rx. 67,500 due to the normal growth of revenue and to the introduction of  
 administrative reforms, while Burma, Bengal, and Bombay look forward to increases  
 of about Rx. 25,000 apiece. On the other hand, the actuals of the current year  
 in Madras point to a decline in revenue which is estimated at Rx. 110,000.

130. Of the increase of Rx. 91,500 under Provincial Rates, Bengal contributes 1899-1900.  
 Rx. 38,700 arising from the completion of revaluations in the Districts of Dinaj- Provincial Rates.  
 pur and Backerganj. In Madras an increase of Rx. 21,600 is looked for from  
 Village Service Funds.

131. In Bengal an increase of Customs Revenue, amounting to Rx. 55,000, 1899-1900.  
 is anticipated, mainly under Liquors, Articles of Food and Drink, and Silver Customs Revenue.  
 Bullion and Coin. In Burma an aggregate improvement of Rx. 51,200 is ex-  
 pected under Export Duty on Rice and various heads of Import Duty, specially  
 Liquors, Articles of Food and Drink, and Manufactured Articles. The Estimate  
 for Madras shows a decline of Rx. 34,200, chiefly under Liquors, Imported Cotton  
 Goods, and Exports.

132. The increase under the head of Assessed Taxes is largest in Bengal 1899-1900.  
 (Rx. 25,000) and in Madras (Rx. 15,000), and is due to progressive revision of the Assessed Taxes.  
 assessments and to general improvement in the administration of this head of revenue.

133. An increase of Rx. 69,700 under Forest Revenue anticipated in Burma 1899-1900.  
 really represents a decline from the abnormal receipts for which credit has been Forest Revenue.  
 taken in the Revised Estimates. The demand for teak at the present high prices  
 is expected to fall off; the Bombay-Burma Trading Corporation will reduce their  
 exports of timber from the Pyinmana forests, and the revenue obtained in the form  
 of royalty will be diminished in proportion.



1899-1900.  
Railway Revenue.

134. The Railway Revenue of the coming year is estimated at Rx. 1,623,000 in excess of the amount taken in the Budget of 1898-99. The forecast is justified by the excellent promise of the spring crops and by the additional mileage likely to be opened for traffic during the year.

1899-1900.  
Irrigation Revenue.

135. The Estimate of Irrigation Direct Receipts for 1899-1900 is based upon the normal expectations of Revenue, and anticipates a falling-off from the exceptionally high returns indicated by the Revised Estimate of the current year. As compared with the Budget of 1898-99, it provides for an increased Revenue of Rx. 139,800, which includes an increase of Rx. 80,200 in the Revenue from the Canals in the Punjab, and Rx. 54,100 from Canals in the North-Western Provinces and Oudh, due in each case to the growth of the demand for canal irrigation.

1899-1900.  
Decrease of Revenue.

136. The only important decrease of Revenue in India occurs under Telegraph Receipts, which show a falling off of Rx. 130,400 as compared with the Budget of 1898-99. This, however, represents an advance of Rx. 24,400 on the Revised Estimate of the current year, and indicates that the growth of operations in India is overtaking the decrease of Revenue brought about for the time being by the cessation of military operations, the extended use of deferred messages, and the falling-off in the Indo-European message traffic transferred at Karachi.

1899-1900.  
Decreases of Expenditure.

137. The chief reductions in Expenditure in India occur under the following heads:—

	Rx.
Army Services . . . . .	1,171,500
Interest on Ordinary Debt . . . . .	202,000
Famine Relief . . . . .	79,400
Construction of Protective Railway . . . . .	178,300

1899-1900.  
Army Expenditure.

138. The following are the principal causes which have contributed to bring about the important decrease of Rx. 1,171,500 in Army charges:—

	Rx.
Reduction of Military Operations and Special Services . . . . .	1,176,500
Saving under pay of British troops due to exchange being taken at 1s. 4d. instead of 1s. 3½d. the rupee . . . . .	100,000
Saving in Exchange Compensation . . . . .	20,800
Saving under Regimental Pay and Allowances . . . . .	45,000
Fall in the prices of food-supplies . . . . .	60,000
Saving due to the cost of the 1st Bengal Infantry stationed at Mauritius being debited to Her Majesty's Government . . . . .	21,200
	<hr/> 1,443,500

Against the above important decreases in expenditure the following increases are provided for:—

Provision of messing allowance made for the whole year instead of for part only as in 1898-99 . . . . .	114,600
Smaller deduction in India on account of excess provision in the Home Estimates . . . . .	46,300
Mobilisation Equipment of the additional corps included among the extra units of the field Army . . . . .	39,500
Reserve of compressed fodder to facilitate mobilisation operations . . . . .	37,600
Re-establishment of Cantonment Hospitals . . . . .	20,700
	<hr/> 260,700



139. As was explained in last year's Financial Statement, the decrease of 1899-1900. Interest charges represents for the most part the interest on the difference <sup>Interest on Debt.</sup> between the Capital Expenditure on Railways and Protective Works and ordinary loans contracted in India.

140. Except in a small portion of the Central Provinces where the people 1899-1900. have not yet recovered from the famine of 1897-98, and in the South eastern districts <sup>Famine Relief.</sup> of the Punjab where both the *kharif* and the *rabi* have suffered from want of rain and the area protected by irrigation is small, the prospects of the coming year are excellent, and it has not been found necessary to make any substantial provision for the relief of scarcity. Out of Rx. 85,000 provided last year to meet the probable wants of certain districts in Madras where the cold weather rains had partially failed, only Rx. 1,700 was spent and the small sum of Rx. 5,700 now entered is almost entirely intended to meet the possible requirements of Hissar and the neighbouring districts of the Punjab.

141. The Budget Estimate of 1898-99 provided Rx. 668,300 for outlay on the 1899-1900. construction of Protective Railways, and this was raised during the year to <sup>Construction of Protective Railways.</sup> Rx. 695,400 distributed as follows:—

	Rx.
East Coast Railway . . . . .	60,000
Bezawada-Madras . . . . .	689,400
Godavari Bridge . . . . .	166,400
Guntakul-Mysore . . . . .	— 400
South Indian . . . . .	— 200,000
	<hr/>
	695,400

For the coming year the Expenditure has been placed at Rx. 490,000 allotted to—

	Rx.
East Coast Railway . . . . .	40,000
Bezawada-Madras . . . . .	30,000
Godavari Bridge . . . . .	200,000
South Indian . . . . .	50,000
Madura-Pattinam . . . . .	100,000
Tinnevely-Quilon . . . . .	70,000
	<hr/>
	490,000

If to this latter sum be added Rx. 370,400, being the net charge for the Indian Midland and Bengal-Nagpur, two Protective Railways constructed by Companies; Rx. 603,900 set apart for Reduction of Debt; Rx. 30,000 allotted for Protective Irrigation Works; and Rx. 5,700 for the relief of distress, the resulting total makes up the sum of Rx. 1,500,000 set apart for expenditure on Famine Insurance.

142. The rate of exchange assumed in the Budget Estimates for 1899-1900 1899-1900. for the purpose of calculating Exchange Compensation Allowances is 15½d. the <sup>Exchange Compensation Allowances.</sup> rupee, and the total saving under the various heads of Expenditure affected by this item of charge, amounts to Rx. 56,400.



1899-1900.  
Increases of  
Expenditure in  
India.

143. The chief increases of Expenditure in India anticipated in the Budget occur under the following heads:—

	Rx.
3.—Land Revenue . . . . .	65,600
Police . . . . .	102,600
Medical . . . . .	463,000
Reduction of Debt . . . . .	278,100
State Railways:	
Working Expenses . . . . .	276,500
Interest on Debt . . . . .	98,900
Guaranteed Companies:	
Surplus Profits, Land, and Supervision . . . . .	250,700
Irrigation, Minor Works and Navigation . . . . .	51,500
Military Works . . . . .	163,800
Civil Buildings and Roads . . . . .	648,700

1899-1900.  
Land Revenue  
Charges.

144. The Madras Estimate under 3.—Land Revenue includes an increase of Rx. 38,700 mainly intended to provide for a long standing scheme for the improvement of the position of Taluk Gomastahs, for the revision of Village Establishments, and the extension of Survey and Settlement. In Burma the charges of District Administration are being raised by Rx. 27,800 to meet the increased demands of a young Province with a growing Revenue.

1899-1900.  
Police Charges.

145. In Bengal an addition of Rx. 30,200 has been allotted under Police charges for improving the investigating staff of the District Police, and for strengthening the force in Calcutta. A provision of Rx. 27,200 has been made in the North-Western Provinces for adding to the number of Assistant District Superintendents and introducing reforms in the Rural Police System of Oudh. There are also smaller increases in the Punjab, Madras, Bombay, and Assam due partly to plague charges and partly to the reorganisation of the force and the cost of supplying improved arms and accoutrements.

1899-1900.  
Medical Charges.

146. Every Province, except the Punjab, anticipates a rise in Medical Expenditure, the largest increases being Rx. 131,500 in Madras and Rx. 79,200 in Bombay, both mainly on account of the plague expenditure shown in detail in paragraph 103 above. As the general resources of both these Governments have been seriously reduced by famine and plague, the Government of India have as is explained above, come to their aid with contributions from Imperial Revenues. The specific contributions thus passed in the Estimates through the Land Revenue head are Rx. 64,100 in Madras, and Rx. 126,400 in Bombay. In addition to the increases shown under Provincial expenditure on plague a reserve of Rx. 209,500 has been provided under India General in order to meet any unforeseen necessities which may arise during the year.

1899-1900.  
Reduction of Debt.

147. As no necessity for the relief of Famine is anticipated and the expenditure on Protective Railways and Irrigation Works has been reduced, an additional sum of Rx. 278,100 required to make up the Famine Insurance grant to the full amount of Rx. 1,500,000 will be charged under Reduction of Debt.

1899-1900.  
State Railways.

148. The increase of Rx. 276,500 under the Working Expenses of State Railways is due to provision being made for heavier traffic, a greater length of open line, and extensive renewals of permanent-way and other works which have been left unfinished during the current year.

1899-1900.  
Railway  
Interest.

149. The increase in the Railway Interest represents the interest payable on the new capital outlay to be undertaken on Railways.

1899-1900.  
Guaranteed  
Companies.

150. The increase of Rx. 250,700 under Guaranteed Companies is accounted for by the fact that the moiety of surplus profits payable to the Bombay, Baroda and Central India Railway is estimated at Rx. 187,000 against Rx. 117,000 in



1898-99, while the amount due to the Great Indian Peninsula is expected to rise from Rx. 60,000 to Rx. 270,000. It is improbable that the Madras Railway will earn surplus profits during the coming year, but a small provision of Rx. 10,000 has been made to cover the contribution to the Provident Fund and any small amount of surplus profits that may be declared.

*Surplus Profits,  
Land, and  
Superintendence.*

151. The greater portion of the increase under Minor Works and Navigation occurs in Burma and Bombay, and is due to the gradual extension of the works classified under this head.

*1899-1900.  
Minor Works and  
Navigation.*

\* 152. The increase of Rx. 163,800 on account of Military Works includes a sum of Rx. 150,000 which has been added to the ordinary grant for Military Works in order to provide for defensive works beyond the administrative frontier of India.

*1899-1900.  
Military Works.*

153. The increase under Civil Buildings and Roads is occasioned by the fact that the greater part of the free grants made to Provincial Governments in aid of their general resources have been entered under this head with the object of rendering them available for immediate expenditure if the financial position of the Governments concerned admits of it.

*1899-1900.  
Civil Buildings  
and Roads.*

154. The increase of £18,800 in Sterling receipts in England occurs almost entirely under Army Receipts, and is due to larger receipts under the head of Indian Troop Service and larger recoveries on account of the value of clothing, accoutrements, etc., in the possession of Regiments on their transfer from the Indian to the British establishment.

*1899-1900.  
Revenue in  
England.*

155. The Sterling expenditure in England is estimated at £16,531,600 as compared with £16,474,800, the forecast for the current year.

*1899-1900.  
Expenditure in  
England.*

Of the variations which bring out this result, reduced interest payments account for £45,100. The charges on account of the Post Office are less by £17,400 owing to a more favourable adjustment of the cost of the Eastern Mail Service as between the English and Indian Post Offices.

The payments of interest on capital deposited by Railway Companies show an increase of £42,600 due to further deposits of capital made by the East Indian Railway, the Bengal-Nagpur Railway, and the Indian Midland Railway. A decline in the charges on account of the Assam-Bengal Railway is owing to the rate of interest guaranteed on the Company's share capital having been reduced from 3½ to 3 per cent.

The Civil Superannuation and Pension Charges show an increase of £43,300, owing to a gradual increase in the claims to pension.

Under Effective Army charges the total in 1899-1900 is about the same as in the Budget Estimate of 1898-99, but the cost of the Indian Troop Service and the Miscellaneous charges will be less by £8,000, while on the other hand, the estimate of the payments to the War Office in respect of British Forces serving in India is higher by £9,000.

Under Non-Effective Army Charges there will be a total increase of £21,000 made up of an increase in the payments to the War Office of £37,000, of small increases under Miscellaneous Pensions and other charges aggregating £4,000, and a reduction of £20,000 in the charges for pay and pensions of non-effective and retired officers of the Indian Service.

156. The charge for Exchange on the net Sterling expenditure during the coming year is less by Rx. 569,600 than in the Budget Estimate of 1898-99. The net Sterling expenditure is more than in the Estimate of 1898-99 by £38,000, and the exchange on this difference at the rate of £1=R15'6, being the rate assumed in the Budget Estimate for 1898-99, is Rx. 21,300. The direct saving from the rise in the rate of exchange from £1=R15'6 to 15'75d. the rupee, the rate taken for the coming year, amounts, therefore, to Rx. 590,900.

*1899-1900.  
Exchange.*



**Section IV.—Statements comparing the figures of the Estimates under the more important heads of Revenue and Expenditure with those of past years.**

**LAND REVENUE.**

	Accounts, 1896-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1898-1899, Budget.
				Budget.	Revised.	
Revenue—	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Including that due to Irrigation—						
India General . . . . .	145,711	147,471	148,654	150,500	139,600	143,500
Central Provinces . . . . .	767,332	666,493	667,754	920,000	885,000	954,300
Burma . . . . .	2,485,004	2,366,961	2,516,270	2,657,000	2,757,800	2,764,900
Assam . . . . .	597,671	606,431	596,123	626,000	620,000	620,000
Bengal . . . . .	3,905,221	3,876,838	3,978,219	4,087,300	4,080,400	4,078,500
North-Western Provinces and Oudh . . . . .	6,134,442	5,104,374	5,719,678	6,667,000	6,719,900	6,778,100
Punjab . . . . .	2,440,115	2,399,753	2,510,892	2,612,100	2,626,300	2,617,500
Madras . . . . .	5,392,141	5,250,372	5,612,878	5,856,100	5,839,400	5,784,700
Bombay . . . . .	4,954,982	4,473,802	4,767,912	4,961,300	5,000,700	4,943,400
<b>TOTAL</b>	<b>27,627,679</b>	<b>24,868,297</b>	<b>26,649,380</b>	<b>28,540,200</b>	<b>28,669,100</b>	<b>28,685,000</b>
Shown under XXIX.—Irrigation	821,664	871,808	964,738	972,000	989,700	1,043,100
Shown under I.—Land Revenue	26,806,015	23,996,489	25,684,642	27,568,200	27,679,400	27,641,900
<b>Expenditure—</b>						
District Administration . . . . .	1,875,769	1,893,376	1,944,042	1,884,000	1,868,500	1,917,800
Other Charges . . . . .	2,211,348	2,216,227	2,243,559	2,259,900	2,216,500	2,291,700
<b>TOTAL</b>	<b>4,087,117</b>	<b>4,109,603</b>	<b>4,187,601</b>	<b>4,143,900</b>	<b>4,085,000</b>	<b>4,209,500</b>

157. Throughout the period covered by the statement the Land Revenue of the area included under India General, has been below the standard of Rx. 175,000 attained in 1893-94. It escaped the influence of the famine of 1896-97, but during the present year there has been a marked drop in the revenue owing to a failure of the rains and general scarcity in Ajmir. An improvement is looked for in the coming year.

158. In the Central Provinces the whole area was affected by famine which began earlier and lasted longer than anywhere else in India. The effect on the Land Revenue was marked and extended over 1896-97 and 1897-98. Since then there has been a return of prosperity and the Revised Estimate includes Rx. 56,000 and the Budget Rx. 36,000 on account of famine arrears. Recent information shows that there has been some failure of crops in the wheat-growing areas of Saugor and Damoh, and the Budget has been framed on more cautious lines than was proposed by the local officers.

159. The Land Revenue in Burma received only a slight check in 1896-97 and then resumed its normal course of steady progress due to extension of cultivation, revision of low assessments based on provisional data, and the enhanced yield of the capitation tax which follows the growth of population in a new Province with large areas of fresh land.



160. Assam was untouched by the famine, and the figures of 1896-97 show an increase in the Land Revenue. In the following year the revenue was affected by the earthquake which reduced for the time being the tax-paying capacity of the people, while in Kamrup and Nowgong large tracts of land have been rendered uncultivable by the sand that has been thrown up. The reduction of revenue from this cause is estimated by the Chief Commissioner at not less than a lakh of rupees. Allowance has been made for this in framing the Budget of 1899-1900.

161. In Bengal the Land Revenue being permanently settled at very low rates is to a great extent beyond the reach of famine, but the calamity of 1896-97, which extended to the whole of North Behar, to a large part of Chota Nagpur and Western Bengal and to isolated tracts in Central Bengal, directly affected the rental of Government Estates where the State is itself the landlord, and reduced the recoveries of survey charges in Behar.

162. Distress in the North-Western Provinces began early and was widely diffused but the recovery of the country has been rapid. The Revised Estimate includes Rx. 440,000 on account of suspensions of revenue, and the Budget anticipates recoveries of Rx. 417,300 on this account besides Rx. 77,800 due to revision of settlements.

163. In the Punjab the revenue rose directly the famine was over, and although during the current year the estimate has not been worked up to and suspensions of revenue have been necessary in Hissar and the neighbouring districts, it is hoped that this will be counteracted by extension of cultivation along the Chenab Canal and in the Montgomery district.

164. The Revenue in Madras is improving in the manner characteristic of the Province. The balance in arrear at the close of 1896-97 has been steadily reduced and the Budget anticipates an increase of Rx. 70,900 from the resettlement of the Kistna and Godavari districts and from extension of cultivation.

165. In spite of famine and plague in Bombay arrears of revenue amounting to Rx. 250,500 have been recovered in the current year and a favourable inundation in Sindh has swelled the revenue by expanding the cultivated area. In the coming year there will be smaller arrears to collect, and the conditions in Sindh are expected to be less favourable, but Rx. 51,000 will be added to the demand by revision of settlements.

### OPIUM.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>Revenue—</b>						
Bengal—Sale of Opium . . . .	5,240,349	4,850,354	3,991,048	3,900,000	4,164,000	4,488,000
Bombay—Pass Fees . . . .	1,635,987	1,334,847	966,985	1,200,000	1,284,000	1,284,000
Excise Opium and other Revenue .	227,666	224,039	221,739	2,9800	231,400	231,700
<b>TOTAL . . Rx.</b>	<b>7,103,922</b>	<b>6,409,238</b>	<b>5,179,772</b>	<b>5,329,800</b>	<b>5,679,400</b>	<b>6,003,700</b>
<b>Expenditure—</b>						
Payments to Cultivators, including purchase of Opium . . . . Rx.	1,847,400	2,264,886	2,157,247	2,400,000	2,135,800	2,400,000
Other Charges . . . . Rx.	200,573	210,341	228,074	254,000	213,000	253,000
England . . . .	550	882	1,853	1,400	1,600	2,200
Exchange . . . . Rx.	418	583	1,043	800	800	1,100
<b>TOTAL . . Rx.</b>	<b>2,068,941</b>	<b>2,486,692</b>	<b>2,387,117</b>	<b>2,655,200</b>	<b>2,351,200</b>	<b>2,657,300</b>
<b>Statistics—</b>						
<b>Bengal—</b>						
Chests sold . . . .	37,695	39,000	39,000	39,000	39,450	40,800
Average price . . . . R	1,397	1,244	1,023	1,000	1,055	1,100
Chests produced . . . .	35,953	45,041	45,900	...	44,043	...
Chests in Balance, March 31st . . . .	23,551	20,587	36,080	...	40,705	...
Reserve, December 31st . .	—1,652	—5,699	380	5,230	6,820	10,105
<b>Bombay—</b>						
Chests passed for export . .	25,475	21,751	17,432	24,000	25,580	25,620
Rate of Duty . . . . R	650	650 & 600	600 & 500	500	500	500



166. Throughout the period comprised in the table the revenue derived from the sale of Bengal Opium follows the average price per chest offered at the Calcutta sales, which in its turn is determined mainly by the dollar and tael prices obtained in China. The growing competition of the Chinese drug has prevented the prices in China from rising in proportion to the increased value of the rupee due to the Currency legislation of 1893. The trade has also been handicapped by the uncertainties of exchange and the stringency of the Indian money market. These latter conditions have now improved and somewhat larger stocks are available for the China market. It is therefore hoped that the rise of Opium revenue in the current year, which was due largely to a scanty crop in China, may continue.

The decline in the exports of Malwa Opium which the table brings out, and its recent revival, are due to the same causes as those which affected Bengal Opium. The revival has been helped by the reduction of the pass-duty, which was found to be more than a declining trade could bear, to Rs 500 per chest.

The receipts from Excise Opium are governed by the same causes as Excise Revenue generally, but as the consumers of opium are a comparatively well-to-do class, the returns are perhaps somewhat less sensitive to the influence of famine.

167. The main items of expenditure are payments to cultivators, the amount of which varies directly with the number of chests of Bengal Opium produced, and the quantity of Malwa Opium purchased for excise purposes which depends on the anticipated demand. The increase in charges is also due to the fact that the position of the officers of the Opium Department, which had long been admitted to be unsatisfactory, has of late years been bettered.

#### SALT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget. Rx.	Revised. Rx.	Rx.
Northern India (a) . . . . .	1,905,375	1,841,755	1,947,810	1,975,000	2,027,200	2,002,500
Burma (b) . . . . .	150,032	140,928	136,744	160,000	161,000	100,000
Bengal (b) . . . . .	2,488,620	2,500,119	2,403,315	2,500,000	2,524,000	2,500,000
Madras (a) . . . . .	1,947,489	1,094,104	1,706,901	1,770,000	1,035,000	1,743,100
Bombay (a) . . . . .	2,314,379	2,237,739	2,299,395	2,323,000	2,350,000	2,301,500
<b>Total</b> . . . . .	<b>8,861,845</b>	<b>8,421,705</b>	<b>8,594,225</b>	<b>8,728,000</b>	<b>9,047,200</b>	<b>8,757,200</b>
<b>Charges</b> . . . . .	<b>521,044</b>	<b>523,354</b>	<b>473,747</b>	<b>519,600</b>	<b>456,100</b>	<b>537,300</b>

(a) Chiefly sales of local manufacture. (b) Chiefly duty on imported salt.

168. The fluctuations of the aggregate Salt Revenue correspond closely to the material condition of the mass of the people who consume salt. A sharp decline in the famine year 1896-97 has been followed by a gradual rise which in the Revised Estimate for the current year exceeded the standard of the revenue of 1895-96. The Bengal statistics, however, follow a somewhat different course. There the receipts rose in 1896-97 and fell in 1897-98 when the revenue of every other Province shows a rise. In explanation of this it may be observed, first, that large portions of the area supplied from Bengal escaped famine altogether, while the cultivating classes found their purchasing power greatly augmented by high prices; secondly, that the demand of 1897-98 was affected by the earthquake and cyclone of 1897; and thirdly, that imported salt is less sensitive to local influences than salt produced in the country.

The increase in the revenue in Northern India during the current year is mainly due to the revival of traffic in Kohat Salt since the cessation of the frontier disturbances. It is doubtful, however, whether the demand will continue on the same scale during the coming year; and reduced receipts are also expected from the salt produced at Sambhar, Didwana and Pachbudra. For Burma and



Bengal the estimate is normal; in Madras it assumes a consumption of about 70 lakhs of maunds. The Bombay estimate has been taken at a moderate figure in view of the uncertainty arising from the prevalence of plague.

## STAMPS.

		Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
					Budget.	Revised.	
REVENUE.							
Court Fees and Plain Paper	.	3,225,216	3,216,005	3,305,376	3,301,100	3,411,000	3,442,500
Commercial and other Stamps	.	1,418,273	1,476,870	1,456,034	1,478,900	1,590,300	1,425,800
Other Revenue	.	83,964	84,867	75,633	75,900	32,600	28,500
TOTAL	. Rx.	4,727,453	4,777,742	4,837,043	4,855,900	4,839,900	4,897,100
Charges—							
India	. Rx.	95,158	97,006	97,928	99,700	97,100	100,400
England (Stores)	. £	43,192	40,808	35,844	37,800	36,500	39,300
Exchange	. Rx.	33,044	26,967	20,185	21,100	18,200	20,600
TOTAL	. Rx.	171,694	164,781	154,027	158,600	151,800	160,300

169. The Stamp Revenue depends on such a wide variety of transactions that fluctuations in its aggregate yield can hardly be ascribed to any single cause. Scarcity, for example, exercises a converse effect on the demand for the two main classes of Stamps. On the one hand it compels self-denial in the pursuit of litigation, on the other it promotes the execution of documents for the purpose of raising money. Both these tendencies are reflected in the revenue returns. The receipts from Court-fees drop sharply in the famine year, but they recover at once, and their progress is so rapid that its effect was greatly under-estimated in framing the Budget of the current year. In the case of Commercial Stamps the course of development is reversed. The revenue rises in the famine year and falls continuously from that time to a level below that of 1895-96. It was over-estimated in the Budget of the current year, and the figure taken for 1899-1900 represents only a moderate advance on the standard of 1895-96.

## EXCISE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
REVENUE.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal . . . . .	1,337,850	1,339,931	1,274,775	1,325,000	1,335,000	1,350,000
North-Western Provinces . . . . .	549,459	446,441	451,496	490,000	557,500	557,500
Madras . . . . .	1,438,405	1,489,657	1,461,943	1,430,000	1,390,000	1,420,000
Bombay . . . . .	1,164,147	1,099,650	1,094,996	1,120,000	1,146,000	1,146,000
Other Provinces . . . . .	1,232,556	1,238,518	1,206,242	1,252,300	1,302,500	1,304,700
TOTAL . . . . .	5,722,417	5,614,200	5,489,454	5,717,300	5,731,000	5,778,200
Charges . . . . .	207,957	212,855	240,463	250,200	243,000	261,800

170. The progress of Excise Revenue, like the growth of the receipts from Court-fees, is a fair test of the ability of the people to spend money on luxuries. The years of scarcity show accordingly a marked decline, and in Bombay, owing probably to plague and the apprehension to which it gives rise, the



standard of 1895-96 has not yet been regained. In Madras, on the other hand, the effect of the famine and apprehended plague in reducing revenue was for a time neutralised by the extension of the tree-tax system of raising revenue from toddy. This system attained its present maximum application in 1897-98. The increase of charges is due to the adoption of more efficient methods of administration and prevention.

### PROVINCIAL RATES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
<b>REVENUE.</b>						
District Local Funds	2,184,443	2,086,000	2,269,731	2,320,000	2,102,300	2,374,400
Provincial Cesses, including Famine Insurance	661,081	657,200	641,731	611,600	620,000	675,600
Village Service and Patawaris	731,443	607,887	673,300	726,400	737,100	718,600
Other Cesses	124,038	126,028	133,409	135,100	141,700	152,900
<b>TOTAL</b>	<b>3,700,005</b>	<b>3,556,855</b>	<b>3,723,290</b>	<b>3,860,100</b>	<b>3,952,100</b>	<b>3,951,500</b>
<b>Charges</b>	<b>52,675</b>	<b>54,301</b>	<b>52,530</b>	<b>52,400</b>	<b>55,700</b>	<b>60,600</b>

171. As was pointed out last year, the revenue from Provincial Rates is determined by the causes affecting Land Revenue, to which in most Provinces the rates bear a definite relation. The rise of revenue in the last three years corresponds therefore to the recovery of Land Revenue from famine influences. It should be added, however, that in tracts where the Land Revenue is permanently settled the revenue from Provincial Rates is increased independently of the Land Revenue by the periodical revaluation of the aggregate rental of a district for the purpose of levying these cesses.

### CUSTOMS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
<b>IMPORT DUTIES—</b>						
Arms, Ammunition, and Military Stores	33,867	27,215	33,718	36,200	33,700	34,200
Liquors—Spirits	591,001	599,045	646,188	583,200	627,000	598,300
Other sorts	71,583	60,120	55,224	65,800	66,000	65,200
Articles of Food and Drink	311,168	304,951	327,163	314,500	350,000	357,400
Chemicals, Drugs, Medicines, etc.	102,307	97,108	106,133	96,700	104,500	103,400
Silver Bullion and Coin	355,869	326,481	433,879	253,300	328,500	237,000
Other Metals and Manufactures of Metals	257,871	202,480	222,324	223,100	204,800	218,700
Oils	408,630	429,067	550,015	411,000	510,300	410,400
Manufactured Articles	541,946	508,799	436,591	518,300	492,500	484,800
Raw Materials and Unmanufactured Articles	113,027	88,081	99,430	103,000	80,600	94,100
Cotton Goods	1,183,443	917,816	793,720	938,300	871,700	902,100
<b>TOTAL IMPORT DUTIES</b>	<b>3,970,804</b>	<b>3,567,165</b>	<b>3,735,165</b>	<b>3,540,000</b>	<b>3,700,500</b>	<b>3,544,500</b>
Excise Duty on Cotton Goods	63,915	112,314	116,188	115,700	131,400	132,900
<b>EXPORT DUTIES—</b>						
Rice	930,616	755,167	721,819	862,400	1,002,200	900,000
<b>LAND CUSTOMS AND MISCELLANEOUS</b>	<b>51,943</b>	<b>56,801</b>	<b>65,123</b>	<b>62,500</b>	<b>61,300</b>	<b>71,200</b>
<b>GRAND TOTAL</b>	<b>5,017,278</b>	<b>4,491,477</b>	<b>4,611,295</b>	<b>4,590,500</b>	<b>4,898,400</b>	<b>4,648,700</b>
<b>Charges</b>	<b>202,948</b>	<b>203,336</b>	<b>211,179</b>	<b>215,400</b>	<b>215,300</b>	<b>232,300</b>



172 The decline in the revenue from import duties in 1896-97 was due not merely to the effect of the famine in reducing the demand for manufactured articles and metals but also to the exemption of cotton yarns from duty and the reduction of the duty on cotton manufactures from 5 to 3½ per cent. The volume of the trade in cotton goods was not affected until the following year when the imports declined greatly. Since then business has revived, but it is still suffering from the effects of the plague in Bombay, a great producing and distributing centre, and from the overstocking of markets in China and Japan. The revenue from oils is derived chiefly from kerosene. The trade in this article fluctuates greatly and the cheaper oils from Russia and Sumatra are now beginning to compete successfully with the finer American oil. The increase under articles of food and drink is due to the imports of beet-sugar, principally from Germany and Austria, which has been poured into India in considerable quantities. The extraordinary rise in the imports of silver, especially in a year when the effects of the famine were still severely felt, is a phenomenon of which no satisfactory explanation has been found, but the trade is now diminishing and with a large demand springing up for gold, the decrease next year is expected to be considerable. The export duty shows a great contraction in 1896-97 and 1897-98 owing to great quantities of Burma rice, which would otherwise have been exported to foreign countries and have paid duty accordingly, being diverted to India to meet the famine demand. The large exports of 1898-99 followed on a bumper crop in Burma, the chief exporting province, but such a harvest is not expected to recur and the surplus available for export to foreign countries during 1899-1900 is likely to be considerably less than in the previous year.

## ASSESSED TAXES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
Deduction by Government from Salaries, Pensions, and Interest payments . . . . .	447,638	419,259	414,494	479,800	447,400	440,700
Other Collections . . . . .	1,387,501	1,433,550	1,450,771	1,413,100	1,482,700	1,499,100
<b>Total</b> . . . . .	<b>1,835,139</b>	<b>1,852,809</b>	<b>1,865,265</b>	<b>1,892,900</b>	<b>1,930,100</b>	<b>1,940,800</b>
<b>Charges</b> . . . . .	<b>99,868</b>	<b>30,323</b>	<b>32,278</b>	<b>32,700</b>	<b>33,100</b>	<b>33,500</b>

173. The progress of this branch of revenue depends upon the general prosperity of the classes from which it is collected and upon the improvements constantly being introduced in the methods of assessing and levying the tax. The people by whom it is paid are to a great extent either independent of adverse seasonal influences, or derive a profit from their direct or indirect results, and the revenue accordingly does not show any distinct variation in relation to scarcity.

## FOREST.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
	Rx.	Rx.	Rx.	Budget.	Revised.	Rx.
Revenue . . . . .	1,650,501	1,731,869	1,739,514	1,733,600	1,835,000	1,790,700
Expenditure . . . . .	911,161	993,955	1,001,089	1,050,500	1,010,200	1,007,700
<b>Net</b> . . . . .	<b>749,340</b>	<b>739,914</b>	<b>737,425</b>	<b>685,100</b>	<b>827,800</b>	<b>723,000</b>



174. The revenue under Forest has recovered from the effects of the famine and has resumed its normal rate of progress. The great increase shown in the Revised Estimate of the current year is due to the exceptional demand for teak timber which is not expected to be maintained during 1899-1900.

#### INTEREST RECEIPTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
India . . . Rx.	801,267	912,766	840,681	914,200	928,100	913,600
England . . . £	13,516	102,231	80,190	10,000	23,000	10,000
Exchange . . Rx.	10,269	67,558	11,370	5,600	14,000	5,300
<b>TOTAL . Rx.</b>	<b>825,052</b>	<b>1,082,555</b>	<b>932,241</b>	<b>929,800</b>	<b>970,100</b>	<b>928,900</b>

175. On the subject of interest receipts there is nothing to be added to the explanations already given in paragraph 120 above.

#### INTEREST EXPENDITURE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
Interest on Debt—						
India	3,731,433	3,753,460	3,819,724	3,985,000	3,930,000	3,919,500
Deduct charged to—						
Irrigation .	1,322,409	1,253,479	1,281,249	1,314,300	1,313,500	1,343,000
Railways .	3,686,287	3,873,401	4,079,004	4,319,400	4,167,500	4,154,500
Balance charged to Interest Rx.	—1,177,263	—1,373,420	—1,543,534	—1,648,000	—1,651,100	—1,850,000
England . . . £	2,622,695	2,630,704	2,879,215	2,89,200	2,805,000	2,844,100
Exchange . . Rx.	1,992,644	1,738,458	1,621,343	1,618,000	1,402,900	1,489,700
Interest on other Obligations—						
On Savings Bank Balances . Rx.	338,497	346,555	327,043	327,500	325,700	336,600
Other items— including Exchange . .	268,226	111,656	188,123	192,800	193,400	194,700
<b>TOTAL . Rx.</b>	<b>4,044,799</b>	<b>3,453,953</b>	<b>3,472,260</b>	<b>3,378,600</b>	<b>3,076,800</b>	<b>3,014,200</b>
Debt outstanding, March 31st—						
Sterling . . . £	115,003,731	114,883,233	123,274,680	125,095,831	124,389,780	124,389,780
Rupce Debt—						
4 per cent . Rx.	5,436,298	5,316,380	5,196,704	5,316,380	5,076,204	4,956,204
3½ per cent .	96,462,450	90,914,610	93,917,030	107,873,430	95,137,030	95,137,030
3 per cent .	...	10,054,120	10,472,350		10,972,150	10,972,350
Other Debt .	1,850,180	1,925,243	2,592,050	1,170,743	1,464,850	1,394,850
Savings Bank Balances . .	11,121,252	10,886,792	10,556,734	10,970,492	10,792,134	11,255,234



176. The reduction in the Interest expenditure which has taken place during the period is due on the one hand to an increase in the amount of interest charged against Railways and Irrigation, and on the other to the reduction in the rate of exchange.

## POST OFFICE, TELEGRAPH, AND MINT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>Post Office—</b>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Revenue . . . . .	1,713,495	1,783,474	1,879,163	1,893,700	1,896,200	1,903,300
Expenditure . . . . .	1,643,798	1,703,111	1,729,474	1,776,300	1,731,100	1,791,200
Net . . . . .	+69,697	+80,363	+149,689	+116,500	+165,100	+112,100
<b>TELEGRAPH—</b>						
Revenue Accounts—						
Revenue . . . . .	1,085,040	1,071,524	1,309,330	1,231,900	1,031,700	1,101,400
Expenditure . . . . .	737,907	770,977	819,530	877,800	808,700	830,200
Net . . . . .	+348,033	+300,547	+489,750	+404,100	+273,000	+271,200
Capital Expenditure . . . . .	159,946	175,782	231,914	261,800	236,100	297,300
<b>MINT—</b>						
Revenue . . . . .	40,918	156,635	182,055	78,800	76,500	60,500
Expenditure . . . . .	53,729	61,823	88,557	66,100	115,000	65,700
Net . . . . .	-12,311	+94,812	+93,498	+12,700	-38,500	-5,200

177. The Postal revenue displays unbroken progress throughout the period, and its advance in the coming year would have been more marked but for the introduction of the one-anna rate of postage to the United Kingdom and British Possessions and the concurrent reduction in the inland rates of letter postage. At the same time a substantial addition has been made to the expenditure in order to provide for administrative improvements which have been needed for a long time.

178. The Telegraph receipts of 1897-98 were abnormally high owing to the great use of the telegraph in connection with frontier wars, famine, and plague. The decline experienced in the current year and anticipated in the next year is due partly to the cessation of military operations and partly to the increased popularity of deferred telegrams.

179. The increase in the Mint expenditure in 1898-99 is explained in paragraph 109 above.

## CIVIL DEPARTMENTS.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>General Administration</b>						
India . . . . .	1,594,089	1,587,278	1,588,016	1,567,700	1,580,900	1,579,200
England . . . . .	243,955	260,322	257,743	255,300	253,300	253,300
Exchange . . . . .	185,310	172,030	145,141	143,000	126,700	132,700
<b>Law and Justice</b>						
Courts . . . . .	3,090,807	3,096,893	3,137,191	3,120,300	3,076,800	3,155,600
Jails . . . . .	956,162	1,082,240	1,118,703	1,075,000	1,028,800	1,083,900
<b>Police</b>						
Imperial (a) . . . . .	4,040,917	4,156,500	4,233,023	4,201,000	4,175,200	4,303,900
Provincial . . . . .	507,702	561,395	490,015	495,600	477,300	503,400
<b>Marine</b>						
Imperial (a) . . . . .	145,410	158,870	180,025	177,400	177,500	193,000
<b>Education</b>						
Imperial (a) . . . . .	1,530,489	1,576,150	1,581,072	1,652,300	1,592,500	1,675,500
<b>Ecclesiastical</b>						
Imperial (a) . . . . .	192,410	189,385	173,962	188,200	171,700	185,500
<b>Medical</b>						
Imperial (a) . . . . .	1,030,915	1,076,696	1,355,417	1,225,600	1,558,900	1,693,800
<b>Political</b>						
Imperial (a) . . . . .	1,062,183	1,003,401	933,420	1,014,400	919,200	1,016,400
<b>Scientific and Minor Departments</b>						
Imperial (a) . . . . .	495,971	523,969	535,517	578,400	554,100	606,600
<b>TOTAL RX.</b>	<b>15,172,860</b>	<b>15,445,195</b>	<b>15,739,517</b>	<b>15,694,800</b>	<b>15,715,900</b>	<b>16,383,100</b>

(a) Includes Upper Burma charges up to 1896-97.



180. The progressive increase of total expenditure during the first three years of the period was partially arrested in 1898-99, but has been resumed in the Budget for the current year. This includes a large increase under Medical rendered necessary by the persistence of plague in Bombay and its spread to Madras, and likely to be further enhanced by the recent appearance of the disease in Calcutta. Provision has been made in Burma for the appointment of an additional Judicial Commissioner and for increasing the salaries of the Civil Administrative Staff, while in Bengal two Additional District and Sessions Judges and several temporary Subordinate Judges and Munsifs are to be appointed. The Police are to be strengthened in Bengal, the North-Western Provinces, Madras and Bombay.

#### MISCELLANEOUS CIVIL CHARGES.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
<b>Territorial and Political Pensions . . .</b>	454,082	437,397	442,418	430,000	435,500	427,700
<b>Civil Furlough and Absentee Allowances—</b>						
India . . . . .	793	745	763	700	1,700	700
England . . . .	223,537	225,793	187,640	225,000	262,300	226,000
Exchange . . .	169,837	149,005	105,664	126,500	131,100	118,400
<b>Superannuation Allowances and Pensions—</b>						
India . . . . .	969,146	1,005,561	1,048,595	1,072,300	1,068,200	1,093,200
England . . . .	1,817,694	1,874,519	1,901,744	1,025,700	1,044,000	1,069,000
Exchange . . .	1,381,029	1,234,745	1,070,910	1,078,100	972,000	1,031,400
<b>Stationery and Printing</b>	683,187	679,523	724,493	689,000	708,300	721,800
<b>Miscellaneous . . .</b>	232,027	241,830	274,959	229,000	250,100	255,300
<b>TOTAL Rx. . . . .</b>	5,933,332	5,856,709	5,716,826	5,777,600	5,774,200	5,843,500

181. The causes affecting this group of charges continue to operate on their usual scale and no special explanatory remarks are called for.

#### FAMINE RELIEF AND INSURANCE.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>Famine Relief . . . . .</b>	18,301	2,079,515	5,325,608	85,100	44,600	5,700
<b>Construction of Protective Railways .</b>	529,867	...	...	668,300	695,400	490,000
Ditto ditto Irrigation Works . . . .	38,317	46,830	37,517	20,000	13,500	30,000
<b>Reduction or avoidance of Debt . . .</b>	...	...	...	325,800	422,600	603,900
<b>TOTAL . . . . .</b>	586,485	2,126,355	5,363,125	1,099,200	1,176,100	1,129,600
<b>Net Charge on account of the Bengal-Nagpur and the Indian Midland Railways shown in the Railway Revenue Account . . . . .</b>	413,515	438,657	352,948	400,800	323,900	370,400
<b>TOTAL EXPENDITURE CHARGEABLE TO THE FAMINE GRANT . . . . .</b>	1,000,000	2,565,012	5,716,073	1,500,000	1,500,000	1,500,000



182. These charges have been fully explained in other parts of this statement.

## RAILWAY REVENUE ACCOUNT.

	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900. Budget.
				Budget.	Revised.	
<b>STATE RAILWAYS—</b>						
Gross Receipts . . . Rx.	18,558,699	17,633,604	19,041,521	19,381,900	19,696,100	20,337,400
Working Expenses . . . Rx.	9,040,836	8,819,553	9,201,202	9,770,500	9,876,600	10,047,000
Interest and other Charges—						
India . . . . Rx.	3,700,813	3,588,519	4,095,500	4,236,500	4,281,600	4,471,800
England . . . . £	3,585,219	3,629,600	3,581,127	3,714,700	3,711,700	3,531,200
Exchange . . . . Rx.	2,724,699	2,398,561	2,070,294	2,080,300	1,835,900	1,964,000
Net Result . . . . "	-453,868	-1,096,659	-15 69.	-519,100	-31,700	+2,800
<b>GUARANTEED RAILWAYS—</b>						
Net Traffic Receipts . . . Rx.	3,275,238	2,634,164	2,101,392	2,424,000	2,995,000	3,197,500
Surplus Profits, Interest and other Charges—						
India . . . . Rx.	534,137	481,610	135,112	321,600	420,800	571,700
England . . . . £	2,161,563	2,164,967	2,174,784	2,171,500	2,162,500	2,175,300
Exchange . . . . Rx.	1,642,290	1,428,040	1,213,401	1,210,000	1,081,200	1,144,700
Net Result . . . . "	-1,061,752	-1,438,453	-1,301,905	-1,385,100	-678,500	-709,200
Other Receipts . . . . "	25,252	21,052	14,469	16,700	45,300	31,000
Other Charges . . . . "	19,900	148,421	129,984	310,300	213,200	204,900
<b>STATISTICS—</b>						
<b>State Railways—</b>						
Capital Expenditure to March 31—						
Expenditure by Government Rx.	123,701,731	126,978,761	120,614,851	135,512,261	124,196,651	138,155,251
" by Companies £	25,721,568	27,538,341	29,684,713	31,850,541	31,569,513	33,415,713
Outlay on the East Indian Rail- way from debentures raised by the Company . . . Rx.	271,698	1,707,391	2,688,083	3,632,399	4,261,883	5,011,883
<b>TOTAL</b> . . .	148,695,047	156,224,501	162,087,647	171,095,201	170,028,047	176,582,847
Miles open on April 1 . . .	14,146	14,721	15,378	15,671	15,583	16,696
<b>Guaranteed Railways—</b>						
Miles open on April 1 . . .	2,587	2,587	2,588	2,588	2,588	2,592

183. The Revised Estimate of net receipts on State Railways is better than the Budget Estimate for 1898-99 by Rx. 207,100. The improvement is chiefly on the North-Western and Rajputana-Malwa Railways, due to a large traffic in grain, seeds and cotton.

184. The reduction in the Interest charges in India follows on the smaller outlay on Construction due to short shipments of stores from England. The rise in the rate of Exchange has caused a considerable saving on the Sterling charges, thus making the net result considerably better than in the original estimate.

185. The net receipts from State Railways in 1899-1900 are estimated at Rx. 370,900 higher than the Revised Estimate for 1898-99 in anticipation of a further improvement in traffic based on the excellent prospects of the spring crops and on the additional mileage which it is expected will be opened during the year. The increase in the Estimate of Working Expenses amounts to Rx. 170,400 and is due to heavier traffic, increased open mileage, and provision



for heavy renewals of way and works unfinished in 1898-99. There is also an increase in Interest charges, chiefly in India, due to the progress of Capital Outlay.

186. The Revised Estimate of net receipts from Guaranteed Railways exceeds the original Estimate by Rx. 571,000. This result is due to a marked improvement in goods traffic on the Great Indian Peninsula and Bombay, Baroda and Central India Railways following on an amelioration of the unfavourable conditions which obtained during the last two years, as well as to a reduction in the outlay on renewals on the Bombay, Baroda and Central India Railway.

The increase in Surplus Profits and other charges in India is more than covered by the saving in Exchange on Sterling Interest, leaving the net result, Rx. 606,600, better than the original Estimate.

A further improvement in traffic is expected in 1899-1900, but owing to the increase in Surplus Profits, etc., payable in India, and to the lower rate of Exchange adopted, the net result falls short of the Revised Estimate by Rx. 30,700 only.

### IRRIGATION.

IRRIGATION.	Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
				Budget.	Revised.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>MAJOR WORKS.</b>						
Revenue { Direct Receipts . . . . .	1,279,408	2,067,961	2,377,744	2,032,000	2,225,200	2,171,800
Land Revenue . . . . .	821,664	871,808	964,738	972,000	989,700	1,043,100
Expenditure { Working Expenses . . . . .	787,301	871,180	892,119	918,600	931,000	958,100
	Interest . . . . .	1,222,409	1,253,479	1,314,500	1,313,600	1,315,900
NET . . . . .	+51,362	+815,110	+1,166,114	+770,900	+970,300	+510,900
<b>MINOR WORKS.</b>						
Receipts—Direct . . . . .	196,381	210,870	227,382	224,100	246,800	236,200
Expenditure . . . . .	966,601	1,120,350	967,717	980,000	977,500	1,030,800
<b>STATISTICS OF MAJOR WORKS.</b>						
Capital Outlay to March 31 . . . . .	31,101,556	31,897,139	32,639,803	33,418,839	33,362,403	34,259,003

187. The Revised Estimate of direct receipts from Major Works is better than the Budget Estimate for 1898-99 by Rx. 193,200. The increase occurs chiefly in the Punjab and the North-Western Provinces and Oudh, and is due to a larger area having been irrigated in the past *kharif* season than was anticipated. The small increase of Rx. 22,700 in the receipts from Minor Works is due partly to the same cause, and partly to the revenue in the Montgomery District which was hitherto shown as Indirect, having been treated as Direct receipts in accordance with the new Schedule of Water-rates. The Budget Estimate for 1899-1900 has been based on normal demands for water in the *kharif* season of 1899 and besides allowing for an increase of Rx. 30,800 in the revenue from the Chenab Canal due to development of irrigation, provides also for favourable *rabi* irrigation in the Punjab generally. The increase of irrigation in 1898-99 caused a small increase in Working Expenses. The increase of Rx. 27,100 in Working Expenses provided for in 1899-1900 is due to additional lengths of canals and distributaries being opened for irrigation.



188. The financial results obtained during 1896-97 and 1897-98 from Irrigation Works, for which Capital and Revenue Accounts are kept, are given below :—

				1896-97.	1897-98.
MAJOR WORKS.				Rx.	Rx.
<i>Capital Outlay—</i>					
Direct and Indirect	{ During the year	.	.	831,509	775,125
	{ To end of year	.	.	33,352,211	34,127,336
<i>Revenue Account—</i>					
Gross Revenue	.	.	.	2,926,795	3,382,684
Maintenance and Working	.	.	.	964,522	993,250
Net Revenue				2,012,273	2,389,434
Interest	.	.	.	1,253,542	1,284,250
Net Profit				758,731	1,105,184
Percentage of net Revenue of the year on the Capital Outlay to end of the year				6.03	7.00
MINOR WORKS.					
<i>Capital Outlay—</i>					
Direct and Indirect	{ During the year	.	.	196,930	132,200
	{ To end of year	.	.	5,308,360	5,292,447
<i>Revenue Account—</i>					
Gross Revenue	.	.	.	585,180	588,693
Maintenance and Working	.	.	.	259,175	239,512
Net Revenue				326,005	349,181
Percentage of net Revenue of the year on the Capital Outlay to end of the year				6.14	6.60

The figures in this table are taken from the administrative accounts. In the case of Minor Works interest on the Capital Outlay is not charged, as the Capital Expenditure is incurred from Revenue.

#### BUILDINGS AND ROADS.

				1898-99.		1899-1900.
				Budget.	Revised.	Budget.
Accounts, 1895-96.				Rx.	Rx.	Rx.
Accounts, 1896-97.						
Accounts, 1897-98.						
Military Works—						
Expenditure	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Receipts	1,205,938	1,157,006	1,168,385	1,185,100	1,197,500	1,322,300
	49,699	61,268	52,561	50,300	54,200	50,900
Net				1,134,800	1,143,400	1,271,400
Civil Works—						
Imperial—						
Expenditure	761,458	809,383	428,523	559,800	556,300	519,200
Receipts	66,421	59,537	55,631	54,700	55,600	55,600
Provincial—						
Expenditure	2,063,159	2,131,781	2,258,018	2,531,000	2,461,400	3,251,400
Receipts	305,041	279,888	278,562	280,300	291,900	289,500
Local—						
Expenditure	1,777,057	1,685,125	1,564,010	1,745,000	1,626,800	1,713,500
Receipts	292,671	295,521	281,069	293,400	294,700	292,900

189. The expenditure on Provincial and Local Civil Works during 1898-99 is expected to fall short of the Budget Estimate by Rx. 69,600 and Rx. 118,800. This is due partly to the expenditure having been over-estimated in some Provinces, and partly to the restriction of outlay in Bombay and Madras in order to provide funds for expenditure in connection with plague.

190. The estimated expenditure on Military Works in 1899-1900 is higher than the Budget Estimate of the previous year by Rx. 137,200. This is chiefly due to provision to the extent of Rx. 150,000 having been made for defensive works beyond the administrative frontier.



191. Under Imperial Civil Works the expenditure in 1899-1900 is less than the Budget Estimate of the previous year by Rx. 40,600, owing for the most part to the completion of the Bangalore Water-works.

In the Provincial and Local Section of the Estimates, the provision for expenditure depends chiefly on the state of the Provincial and Local balances, and in 1899-1900 considerable additions have been made in the Provincial Section in connection with the free grants to Local Governments of Rx. 700,000, as explained in paragraph 65; the total increase over this year in the Provincial Section is Rx. 790,000, and in the Local Section Rx. 86,700.

### ARMY SERVICES.

			Accounts, 1895-96.	Accounts, 1896-97.	Accounts, 1897-98.	1898-99.		1899-1900, Budget.
						Budget.	Revised.	
<b>EFFECTIVE SERVICES—</b>								
<i>Regimental Pay and Allowances—</i>								
India	.	Rx.	8,697,465	8,598,070	8,278,218	8,400,200	8,140,700	8,704,900
England	.	£	1,048,931	1,050,598	1,029,498	1,059,000	1,058,400	1,008,000
Exchange	.	Rx.	796,945	658,236	579,731	593,000	529,200	559,400
<b>TOTAL</b>			<b>10,543,340</b>	<b>10,353,504</b>	<b>9,887,447</b>	<b>10,052,200</b>	<b>9,728,300</b>	<b>10,272,300</b>
<i>Less—Receipts</i>			<b>7,095</b>	<b>7,405</b>	<b>6,146</b>	<b>7,400</b>	<b>6,400</b>	<b>0,800</b>
<b>Net</b>			<b>10,535,645</b>	<b>10,346,099</b>	<b>9,881,299</b>	<b>10,044,800</b>	<b>9,722,100</b>	<b>10,271,500</b>
<b>Commissariat—</b>								
India	.	Rx.	3,079,399	3,900,588	3,747,552	3,024,200	3,799,300	3,847,700
England	.	£	21,835	40,832	32,197	21,400	24,000	48,000
Exchange	.	Rx.	16,542	20,983	18,131	12,000	12,300	25,500
<b>TOTAL</b>			<b>3,117,829</b>	<b>3,968,403</b>	<b>3,797,880</b>	<b>3,057,600</b>	<b>3,766,200</b>	<b>3,921,200</b>
<i>Less—Receipts</i>			<b>437,000</b>	<b>452,322</b>	<b>389,493</b>	<b>458,200</b>	<b>424,100</b>	<b>405,300</b>
<b>Net</b>			<b>2,679,863</b>	<b>3,516,081</b>	<b>3,408,387</b>	<b>2,599,400</b>	<b>3,342,100</b>	<b>3,515,900</b>
<b>Ordnance—</b>								
India	.	Rx.	846,935	921,362	852,006	773,500	817,100	823,700
England	.	£	245,124	299,233	278,984	300,200	289,700	352,200
Exchange	.	Rx.	186,238	197,743	157,101	210,300	144,800	184,500
<b>TOTAL</b>			<b>1,278,297</b>	<b>1,418,338</b>	<b>1,288,091</b>	<b>1,376,000</b>	<b>1,251,600</b>	<b>1,360,400</b>
<i>Less—Receipts</i>			<b>185,802</b>	<b>143,277</b>	<b>130,403</b>	<b>117,100</b>	<b>125,500</b>	<b>114,300</b>
<b>Net</b>			<b>1,092,735</b>	<b>1,275,061</b>	<b>1,157,688</b>	<b>1,258,900</b>	<b>1,126,100</b>	<b>1,246,100</b>
<b>Other Heads—</b>								
Expenditure	.	Rx.	5,485,002	3,674,561	7,326,279	5,150,400	4,719,000	4,027,200
Receipts	.	"	<b>235,933</b>	<b>235,375</b>	<b>242,742</b>	<b>220,300</b>	<b>255,800</b>	<b>220,100</b>
<b>Net</b>			<b>5,249,069</b>	<b>3,439,186</b>	<b>7,083,537</b>	<b>4,930,100</b>	<b>4,463,200</b>	<b>3,807,100</b>
<b>Non-effective Services—</b>								
India	.	Rx.	897,135	906,263	922,385	957,500	945,600	918,000
England	.	£	2,316,527	2,368,852	2,414,845	2,475,800	2,426,700	2,496,800
Exchange	.	Rx.	1,760,027	1,565,417	1,354,847	1,380,400	1,213,300	1,307,800
<b>TOTAL</b>			<b>4,973,689</b>	<b>4,840,532</b>	<b>4,692,077</b>	<b>4,813,700</b>	<b>4,585,600</b>	<b>4,721,600</b>
<i>Less—Receipts</i>			<b>110,855</b>	<b>114,951</b>	<b>111,078</b>	<b>108,900</b>	<b>113,200</b>	<b>106,800</b>
<b>Net</b>			<b>4,862,834</b>	<b>4,725,581</b>	<b>4,580,999</b>	<b>4,704,800</b>	<b>4,472,400</b>	<b>4,614,800</b>
<b>GRAND TOTAL—</b>								
India	.	Rx.	18,120,112	17,261,343	20,362,539	18,083,800	17,565,200	16,912,300
England	.	£	4,135,794	4,211,135	4,244,227	4,469,300	4,344,700	4,493,100
Exchange	.	Rx.	3,142,251	2,782,860	2,390,008	2,502,800	2,162,000	2,353,500
<b>TOTAL</b>			<b>25,398,157</b>	<b>24,255,338</b>	<b>26,996,774</b>	<b>25,055,900</b>	<b>24,071,900</b>	<b>23,758,900</b>
<i>Less—Receipts</i>			<b>278,011</b>	<b>253,330</b>	<b>861,864</b>	<b>909,900</b>	<b>921,800</b>	<b>919,300</b>
<b>Net</b>			<b>24,420,146</b>	<b>24,002,008</b>	<b>26,134,910</b>	<b>24,146,000</b>	<b>23,150,100</b>	<b>22,839,600</b>

192. The variations in the above figures have been explained in paragraphs 118, 120, 121, 138, 154, and 155 above.



### Section V. — Capital Expenditure on Public Works not charged against Revenue.

193. In paragraph 177 of the Financial Statement for March 1898 the programme sanctioned by the Secretary of State for the construction of Railways in India during the three years 1896-97 and 1897-98 and 1898-99, which involved the expenditure of 29½ crores of rupees, was referred to and explained.

The year 1898-99 being the last of the three years to which the programme of 29½ crores applied, it was considered necessary to prepare a new programme of Railway Construction for the three years from 1899-1900 to 1901-2. The large Cash Balances in the Indian Treasuries, which justified the policy of extending Railway Construction which was adopted in 1895-96, have now been exhausted. The new estimate of expenditure has accordingly been framed at a moderate figure, and a programme for the next three years, working up to Rx. 20,322,100 has been sanctioned by the Secretary of State. In consequence, however, of the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, much of which is due to short outlay in England consequent on the engineering strikes and the failure of contractors to complete orders placed with them for stores, it has been decided, with the concurrence of the Secretary of State, to add a sum of Rx. 1,050,000, representing a portion of this lapse, to the grant for 1899-1900. A further addition of Rx. 1,090,000 has since been provisionally sanctioned under certain conditions, subject to the Secretary of State's approval. This new programme includes all Railway Construction for which Government undertakes any responsibility or gives any guarantee, and includes therefore, in addition to the classes of outlay provided for in the earlier programme, (1) the Capital expenditure of the three old Guaranteed Companies, and (2) outlay on branch lines of Railway incurred by Private Companies on firm-guarantee by Government. The details of the new programme may be compared as follows with the corresponding expenditure in the three years ending with 1898-99:—

	1896-97, Actuals.	1897-98, Actuals.	1898-99, Revised.	Total.	1899-1900.	1900-1.	1901-2.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
<b>I.—State Lines—</b>								
(i) Managed by the State.	3,705,834	2,354,162	2,379,300	8,439,436	1,820,000	1,747,200	1,673,000	5,240,200
(ii) Managed by Companies.	1,973,841	2,258,587	2,771,900	7,004,328	2,876,000	2,552,000	2,755,500	7,183,500
<b>II.—Lines of three old Guaranteed Companies.</b>	285,348	427,819	851,600	1,574,767	1,107,800	550,000	471,400	2,129,200
<b>III.—Lines of other Guaranteed or Assisted Companies.</b>	2,979,194	3,526,515	4,937,300	9,443,009	2,841,900	1,820,000	1,921,100	6,583,000
<b>IV.—Branch Lines on firm guarantee.</b>	1,008	124,251	218,000	343,259	168,000	59,200	...	227,200
<b>Total</b>	<b>8,945,225</b>	<b>8,701,274</b>	<b>9,158,300</b>	<b>26,804,799</b>	<b>8,821,700</b>	<b>6,728,400</b>	<b>6,821,000</b>	<b>21,372,100</b>

194. The Budget Estimate of 1898-99 provided for an expenditure of Rx. 13,051,300 on Railways, Irrigation Works, and Miscellaneous Public Improvements, including Rx. 1,129,900 on account of expenditure under the head of Open Line Capital by the three old Guaranteed Companies and Rx. 334,500



for Branch Lines with a firm guarantee. The total sum was distributed as follows:—

	Rx.
34.—Construction of Protective Railways . . . . .	668,300
48.—State Railways—Construction . . . . .	4,951,300
49.—Irrigation . . . . .	730,000
50.—Miscellaneous Public Improvements . . . . .	48,000
Capital of Indian Railway Companies . . . . .	3,475,000
Guaranteed Railways—Open Lines . . . . .	1,129,000
"    "    Extensions . . . . .	750,000
Branch Line Companies . . . . .	334,500
East Indian Railway Company's Debentures . . . . .	944,300
<b>TOTAL</b> . . . . .	<b>13,051,300</b>

195. During the course of the year it became apparent that, owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, it would be impossible to work up to the amount of the Budget Estimate. It was also decided that expenditure on the jetties at Chittagong should not be treated as Miscellaneous Public Improvements not charged to Revenue, but should form a part of the expenditure under "48.—State Railways—Construction," the necessary adjustment in regard to previous expenditure being duly carried out. The Revised Estimates for Capital expenditure on Railways and Irrigation Works during 1898-99 have accordingly been prepared as under:—

	Rx.
34.—Construction of Protective Railways . . . . .	695,400
48.—State Railways—Construction . . . . .	2,882,200
49.—Irrigation . . . . .	692,200
Capital Account of Indian Railway Companies . . . . .	2,937,300
Guaranteed Railways—Open Lines . . . . .	552,800
"    "    Extensions . . . . .	298,800
Branch Line Companies . . . . .	218,000
East Indian Railway Company's Debentures . . . . .	1,573,800
<b>TOTAL</b> . . . . .	<b>9,850,500</b>

or for a sum less by Rx. 3,200,800 than the amount of the Budget Estimate.

In addition to the above sum, the Branch Line Companies not in receipt of a firm guarantee and the Companies whose accounts are outside the Government accounts are expected to spend during the year Rx. 1,470,100 as under:—

Branch Line Companies—

	Rx.
Ahmedabad-Parantij . . . . .	600
Mymensingh-Jamalpur . . . . .	70,000
South Behar . . . . .	204,000
Tapti Valley . . . . .	650,000
	<b>924,600</b>

Outside the Government Accounts—

Bengal and North-Western Railway Extensions . . . . .	445,000
Segowlie-Raksaul . . . . .	20,500
Nilgiri . . . . .	40,000
Bengal Doars Extensions . . . . .	40,000
	<b>545,500</b>

Thus making a total of Rx. 11,320,600 for all Railways and Irrigation Works in India.



196. In Despatch No. 351 (Financial), dated 10th November 1898, from the Government of India, to the Secretary of State, it was proposed to incur expenditure to the extent of Rx. 20,322,100 on the construction of Railways during the three years 1899-1900 to 1901-2, distributed as under :—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1 . . . . .	6,728,400
1901-2 . . . . .	6,821,000
<b>TOTAL</b>	<b>20,322,100</b>

The Secretary of State's approval to this forecast was conveyed in his telegram dated 10th January 1899.

197. The programme of proposed expenditure during 1899-1900 provides for a sum of Rx. 6,772,700. The reasons for the heavy lapse on the grant for 1898-99, amounting to Rx. 2,401,400, have already been stated in paragraph 193 above, and it has been explained that a sum of Rx. 2,150,000 has been added to the grant for 1899-1900. With this addition the total amount available for expenditure on construction of Railways will stand at Rx. 8,922,700. From this figure, however, it will be necessary to deduct a sum of Rx. 100,000 on account of the Capital cost of the Umaria Colliery which will be transferred to the Rewa Durbar with effect from 1st April 1899. The net amount entered in the Estimates for construction of Railways therefore stands at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under :—

	Rx.
34.—Construction of Protective Railways . . . . .	490,000
48.—State Railways—Construction . . . . .	3,465,000
Capital of Indian Railway Companies . . . . .	2,841,900
Branch Line Companies . . . . .	168,000
Guaranteed Railways and Extensions . . . . .	1,107,800
East Indian Railway Company's Debentures . . . . .	750,000
<b>Total amount available</b>	<b>8,822,700</b>

In addition to the above, further Capital expenditure will also be incurred in 1899-1900 by Branch Line Companies not in receipt of a firm guarantee, and other Companies whose accounts are outside the Government accounts, to the extent of Rx. 950,300 as under :—

Branch Line Companies—		Rx.
Ahmedabad-Parantij . . . . .		2,100
Mymensingh-Jamalpur . . . . .		60,000
South Behar . . . . .		77,500
Tapti Valley . . . . .		230,000
<b>TOTAL</b>		<b>369,600</b>
Outside the Government Accounts—		
Bengal and North-Western Railway Extensions . . . . .		365,000
Segowli-Raksaul . . . . .		10,700
Nilgiri . . . . .		5,000
Bengal Doorga Extensions . . . . .		200,000
<b>TOTAL</b>		<b>580,700</b>



The provision for Irrigation Works amounts to Rx. 850,000.

The total Capital expenditure on Railways and Irrigation Works in 1899-1900 accordingly amounts to Rx. 10,623,000.

#### 48.—State Railways—Construction.

198. The Budget grant for 1897-98 amounted to Rx. 5,838,600 as under:—

	Rx.
Total provision in Forecast . . . . .	10,130,000
	Rx.
Deduct—Capital of Indian Railway Companies (Rx. 3,710,000 less Rx. 1,200,000 for East Indian Railway) . . . . .	2,510,000
Provision for Burma Railways . . . . .	1,000,000
Additional provision for expenditure in England on the Assam-Bengal Railway (Rx. 199,300—Rx. 80,000) . . . . .	119,300
	3,629,300
	6,500,700
Deduct—Amount provided for East Indian Railway from debentures raised by Company . . . . .	662,100
Grant available . . . . .	5,838,600

The whole amount was shown under the head 48.—State Railways—Construction.

The Revised Estimate provided for a total expenditure of Rx. 3,902,400 under the same head, against which the actual expenditure incurred amounted to Rx. 3,632,005, thus falling short of the Revised Estimate by Rx. 271,395 and of the Budget provision by Rx. 2,206,595.

199. The amounts provided for Railway Construction this year and next are—Revised Estimate, 1898-99, Rx. 5,151,400, and Budget Estimate, 1899-1900, Rx. 4,705,000. These figures include provision to the extent of Rx. 695,400 and Rx. 490,000, respectively, under the head 34.—Construction of Protective Railways. The distribution of the above totals is given in paragraph 28 of this Statement.

200. The distribution of the total expenditure on Railway Construction through State and Companies' agency in each of the three years from 1897-98 to 1899-1900, as given in paragraph 193, is as follows:—

	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Expenditure in England.</i>			
1. State Lines . . . . .	809,010	788,000	681,000
2. Old Guaranteed Railways . . . . .	761,182	937,600	828,800
3. Extensions of ditto . . . . .	763	86,300	30,000
4. Other Guaranteed or Assisted Railways . . . . .	748,921	756,800	796,000
TOTAL . . . . .	£ 2,319,876	2,568,700	2,626,700



	1897-98, Accounts.	1898-99, Revised.	1899-1900, Budget.
<i>Exchange on Expenditure in England.</i>			
1. State Lines	455,570	394,000	356,700
2. Old Guaranteed Railways at contract rate	69,198	85,200	74,500
3. Extensions of ditto at average rates	466	44,000	68,200
4. Other Guaranteed or Assisted Railways at contract rate	462,842	394,100	517,700
TOTAL Rx.	988,076	917,300	1,017,100
<i>Expenditure in India.</i>			
1. State Lines Rx.	3,348,109	3,969,400	3,667,300
2. Old Guaranteed Railways (net repayments) Rx.	—398,838	—470,000	—349,300
3. Extensions of ditto Rx.	5,048	168,500	304,700
4. Other Guaranteed or Assisted Railways Rx.	2,314,752	1,786,400	1,328,200
5. Branch Lines on firm guarantee Rx.	124,251	218,000	168,000
TOTAL INDIA	5,393,322	5,672,300	5,178,900
TOTAL OF PROGRAMME	8,791,274	9,158,300	8,822,700
To the above should be added the following amounts on account of expenditure on other Companies' lines and expenditure on Railway Construction from Provincial Revenues:—			
Other Branch Lines	563,685	924,600	369,600
Railways outside of Government accounts	903,550	545,500	580,700
Provincial State Lines	3,792	4,200	3,600
GRAND TOTAL	10,172,301	10,632,600	9,776,600

#### 49.—Irrigation—Construction.

501. The figures are:—

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
Rx.	Rx.	Rx.	Rx.
692,431	750,000	692,200	850,000

The expenditure during the current year is likely to fall short of the Budget Estimate by Rx. 57,800 owing chiefly to delay in starting work on the Jhelum Canal. In order to meet the heavy demands for expenditure on this and other projects, the Budget grant for 1899-1900 has been fixed at Rx. 850,000.

#### 50.—Miscellaneous Public Improvements.

Accounts, 1897-98.	Budget, 1898-99.	Revised, 1898-99.
Rx.	Rx.	Rx.
4,105	48,000	—4,100



202. As was explained in paragraph 185 of the Financial Statement of March 1898, this head was opened in the Accounts of 1897-98 to record the expenditure on the construction of certain jetties and landing-sheds at Chittagong in connection with the Assam-Bengal Railway. It has now been decided to classify this expenditure under the head "48.—Railways—Construction," and the expenditure of Rx. 4,105 recorded in 1897-98 has accordingly been written back in 1898-99.

### Section VI.—Ways and Means.

#### HOME TREASURY.

203. The following table sets out the transactions of the Home Treasury as they appear in the Budget and Revised Estimate for 1898-99 and in the Budget for the coming year :—

	Budget, 1898-99.	Revised, 1898-99.	Budget, 1899-1900.
RECAPTS.	£	£	£
Council Bills . . . . .	16,000,000	19,000,000	17,000,000
Permanent Debt incurred . . . . .	6,000,000	5,297,700	..
Temporary Debt incurred . . . . .	6,000,000	4,500,000	4,500,000
Capital Receipts from Railway Companies— for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	1,676,000	1,226,300	1,473,000
Deposits and Advances, net . . . . .	...	200	...
Add—Opening Balance . . . . .	2,168,254	2,534,244	4,304,444
<b>TOTAL</b> . . . . .	<b>33,335,834</b>	<b>33,363,944</b>	<b>28,526,044</b>
OUTGOINGS.			
Excess of Expenditure over Revenue . . . . .	16,286,500	16,091,200	16,324,500
Expenditure not charged to Revenue . . . . .	1,119,900	791,100	682,100
Permanent Debt discharged . . . . .	3,384,700	3,384,900	...
Temporary Debt . . . . .	6,000,000	6,000,000	4,500,000
Issues to Railway Companies on Capital Account— for discharge of debt . . . . .	1,491,600	805,500	1,248,600
" expenditure . . . . .	2,316,500	1,823,900	1,948,700
Remittances from India, net— (a) Railway Companies' Remittances . . . . .	302,500	—62,700	736,000
(b) Family and other Remittances . . . . .	191,300	225,600	263,800
Add—Closing Balance . . . . .	2,242,854	4,304,444	2,817,344
<b>TOTAL</b> . . . . .	<b>33,335,854</b>	<b>33,363,944</b>	<b>28,526,044</b>

204. In the Budget Estimate of 1898-99 the net disbursements of the Home Treasury, excluding Loans and Council Bills, were taken at £18,540,700. The intention then was to provide £16,000,000 of this by the sale of Bills on India, and to meet the balance, £2,540,700, by raising Sterling loans in England. According to the Revised Estimates the net disbursements, apart from the discount on the loan raised during the year by means of 2½ per cent India Stock, will be £17,642,600, so that if the sales of Council Bills had been restricted to £16,000,000, loan funds would have had to meet only £1,642,600, instead of £2,540,700 as originally contemplated. But the new loan of the year was



raised at a heavy discount, amounting to £702,300, on a total debt of £6,000,000; while, on the other hand, the Secretary of State has taken advantage of the improvement in the cash balances in India and of the favourable prospects of the season to raise his drawings in 1898-99 to £19,000,000. The larger balances thus made available have enabled the Secretary of State to reduce temporary borrowing on India Bills from £6,000,000 to £4,500,000, and the cash balance of the Home Treasury at the end of the year is now expected to exceed the opening balance by £1,770,200. Although, for the reasons explained above, the sale of Bills on India to the extent of £18,000,000 only would have been more than sufficient to cover the net disbursements of the Home Treasury in 1898-99, the Secretary of State has drawn a million in excess of this sum with the object of fully meeting the large mercantile demand for remittance arising from the brisk trade of the year. The drawings of 1899-1900 will be reduced by a corresponding amount.

205. In accordance with the intention announced in paragraph 194 of the last Financial Statement, India Stock for £6,000,000 was issued in July 1898. The new stock was issued at  $2\frac{1}{4}$  per cent: but owing to the unfavourable state of the money market at the time, the loan was taken up at the heavy discount of £11 9s. 7d. per cent. The total amount tendered was £22,385,300, and the minimum rate of accepted tenders was £88 5s. 6d. It is usual, when the amount of discount on a new loan is moderate, to charge off the whole amount against the Revenues of the year in which the loan is raised; but as in the present case the discount comes to the large sum of £702,300, it has been decided, in accordance with an arrangement sanctioned in 1836, to create a Sinking Fund for its discharge by annual payments for 50 years at an interest of  $2\frac{1}{4}$  per cent per annum. Accordingly, the money actually raised by the loan, namely, £5,297,700, is shown in the table in paragraph 203 as a receipt on account of the loan, and the annual payment to the Sinking Fund, amounting to about £7,000, is, as already explained in paragraph 121, shown as expenditure.

In accordance with the programme settled at the beginning of the year, 384,700*l.* of Oudh and Rohilkhand Railway 4 per cent Debenture Stock was discharged on the 6th May 1898, and 3,000,000*l.* India Debentures bearing interest at  $3\frac{1}{4}$  per cent were also discharged on their expiry on 16th August 1898.

206. In March last it was intended to raise 6,000,000*l.* in 1898-99 by means of India Bills so as to replace an equivalent amount falling due in the year; but in consequence of the larger amount received for Bills of Exchange on India only 4,500,000*l.* of temporary debt had to be replaced, and the remainder was discharged by a reduction in the cash balances. Of the 4,500,000*l.* India Bills issued during the year, 2,500,000*l.* were issued in May 1898 and 2,000,000*l.* in September, both issues being for twelve months. The results of the loans were as follows—

Month of Issue.	Amount tendered.	Amount accepted.	Average rate of interest per cent per annum.
	£	£	£ s. d.
May 1898 . . . . .	18,809,000	2,500,000	2 2 6
September 1898 . . . . .	7,175,000	2,000,000	2 12 0

207. The net issues to Railway Companies in England in 1898-99 are now estimated to be 597,600*l.* against 640,500*l.* entered in the Budget Estimate, showing a reduction of 42,900*l.* only. The following are the usual details:—

Subscribed Capital—	RECEIPTS.	
	Budget. £	Revised. £
(a) State Lines . . . . .	1,335,100	1,151,800
(b) Guaranteed Lines . . . . .	1,829,500	836,800
Miscellaneous . . . . .	3,000	43,200
<b>TOTAL</b> . . . . .	<b>3,167,600</b>	<b>2,031,800</b>



ISSUES.	Budget. £	Revised. £
For discharge of Debentures—		
(a) State Railways . . . . .	835,100	600,000
(b) Guaranteed Lines . . . . .	656,500	205,500
For Stores, Establishment Charges, etc.—		
(a) State Railways . . . . .	865,300	759,700
(b) Guaranteed Lines . . . . .	1,451,200	1,064,200
<b>TOTAL</b> . . . . .	<b>3,808,100</b>	<b>2,629,400</b>

Debentures of the Rohilkhand-Kumaon, Southern Mahratta, Madras, and Bombay, Baroda and Central India Railway Companies, aggregating £686,100, were renewed instead of being replaced by fresh Capital as was contemplated in the Budget programme. The Capital receipts from the Bombay, Baroda and Central India, the Great Indian Peninsula Railway, and the Madras Railway were less by 541,700*l.* than the original estimate. On the other hand, the Indian Midland and Bengal-Nagpur Railways raised 51,800*l.* more, making the net decrease in the amounts of new Capital 1,176,000*l.* as shown above. The item "Miscellaneous" includes 37,490*l.* received from the Bombay, Baroda and Central India Railway Company as contribution from the Fire Insurance Fund towards the cost of renewing Warren girders.

The estimates of the demands of the Companies for stores, establishment charges, etc., have proved too high except in the case of the Bengal Central, the Bengal-Nagpur, and the Burma Railways.

208. The following are the details of the remittance transactions of Railway Companies working State lines in India, to which advances of funds are made in England for the purchase of stores, etc., against adjustment in India by debit to the Railway Accounts :—

	Budget. £	Revised. £
Advances for purchase of Stores—		
East Indian Railway . . . . .	700,000	714,400
Rajputana-Malwa . . . . .	65,000	70,600
South Indian Railway . . . . .	65,000	47,300
Bengal and North-Western Railway . . . . .	75,000	107,000
	<u>905,000</u>	<u>939,300</u>
East Indian Railway Debentures . . . . .	600,000	1,000,000
Transfer Fees, etc. . . . .	2,500	2,000
	<u>602,500</u>	<u>1,002,000</u>
<b>Net Remittance from India</b> . . . . .	<b>302,500</b>	<b>—62,700</b>

The East Indian Railway has been authorised to raise 1,000,000*l.* instead of 600,000*l.* entered in the Budget Estimate, and the advances for purchase of stores are now expected to be largely in excess of the original estimates furnished by the several Companies.

Family and other remittances.

209. The increase in the net payments on account of family and other remittances of £34,300 is the result of a number of large differences. The demands for Railway stores required by Native States have greatly exceeded the estimates sent from India, and the Revised Estimates also include 10,000*l.* estimated to be refunded to the Imperial Government in settlement of the expenses attending the employment of Native Indian Troops at Suakin. On the other hand, the repayments by Her Majesty's Government of expenses attending the employment of Indian Native Troops sent to Mombassa are expected to exceed the original estimate by 18,600*l.*



210. The net disbursements at the Home Treasury in 1899-1900, excluding Loans and Council Bills, are estimated at £18,487,100 against £18,540,700 in the Budget Estimate of 1898-99. As already stated in paragraph 204, the Secretary of State's present estimate of the drawings in 1898-99 will produce a large increase in his cash balances during the year, and this increase will be drawn upon to a considerable extent to meet the requirements of 1899-1900. It is therefore the present intention of the Secretary of State to draw during 1899-1900 £17,000,000 by Bills on India.

1899-1900.  
Home Treasury.  
Ways and Means.

No increase in the Sterling debt in 1899-1900 is contemplated at present, nor is it proposed to issue any India Stock in the year; but India Bills falling due in 1899-1900 will be covered by fresh issues of a corresponding amount.

According to the programme now announced, the net disbursements of the Home Treasury will be met, in the year 1899-1900, by the sale of Bills on India to the amount of £17,000,000 and by a reduction in the cash balances of £1,487,100.

211. It should be understood that in stating the present intentions of the Secretary of State no sort of pledge is given that he will adhere to the programme.

#### INDIA.

212. The following is a summary of the Estimate of Ways and Means in India:—

	1898-99.		1899-1900.
	Budget.	Revised.	Budget.
RECEIPTS.	Rx.	Rx.	Rx.
1. Excess of Revenue over the Expenditure charged against it . . . . .	26,298,400	28,196,200	28,808,000
2. Rupee Loan . . . . .	3,000,000	1,200,000	...
3. Increase of Unfunded Debt, mostly Savings Bank Deposits, net . . . . .	538,800	291,600	521,900
4. Other items, net . . . . .	—86,700	1,122,500	844,500
5. Remittances to Secretary of State, net— (a) Railway Companies' Remittances . . . . .	302,500	—62,700	736,000
(b) Other Remittances . . . . .	244,300	230,800	222,100
Add—Opening Balance . . . . .	16,722,352	15,982,443	17,072,043
<b>TOTAL</b> . . . . .	<b>47,019,652</b>	<b>46,960,843</b>	<b>48,204,543</b>
OUTGOINGS.			
6. Excess Expenditure charged to Provincial Balances . . . . .	116,800	—1,417,900	924,700
7. Expenditure not charged to Revenue . . . . .	4,002,300	2,383,700	3,275,600
8. Rupee Debt discharged . . . . .	325,000	245,200	190,000
9. Loans to Municipalities, etc., net . . . . .	—62,200	—262,500	248,800
10. Issues on Capital Account to Railway Companies, net . . . . .	1,468,800	873,300	781,300
11. Council Bills—Sterling Amount . . . . .	16,014,500	18,695,200	17,152,100
Exchange . . . . .	8,945,500	9,371,800	8,952,600
Add—Closing Balance . . . . .	16,208,952	17,072,043	16,679,143
<b>TOTAL</b> . . . . .	<b>47,019,652</b>	<b>46,960,843</b>	<b>48,204,543</b>

The headings in italics are connected with, and explained by, the corresponding figures of the Secretary of State's account in England. The others refer to purely Indian transactions.



1898-99.

General Summary.

213. The excess of revenue in India over the expenditure charged against it was taken in the Budget Estimate of 1898-99 at Rx. 26,298,400, and it was assumed that it would be possible to pay Rx. 24,960,000 on account of Council Bills during the year with the help of a rupee loan of Rx. 3,000,000 and with a reduction in the cash balances of Rx. 513,400. The early cessation of warlike operations on the frontier, the partial failure of the opium crop which reduced the payments to cultivators, and a satisfactory improvement in Railway and other revenues so far improved the cash balances as to enable Government to reduce the rupee loan of the year to Rx. 1,200,000 without curtailing the drawings of the Secretary of State in the early part of the year. As the year advanced, a steady increase of the revenue and large lapses in the grants for Capital expenditure added constantly to the balances and rendered it possible to meet without difficulty payments for Council Bills considerably in excess of the Budget Estimate. It is now estimated that the revenue in excess of expenditure will amount to Rx. 28,196,200; that the balances of Provincial Governments and Local Funds will be increased by Rx. 1,417,900 instead of being reduced by Rx. 116,800 as anticipated in the Budget; and that the Capital expenditure of Government not charged to Revenue will be Rx. 1,618,600 less than the original estimate. The net result of these and other variations is that in spite of the proposed rupee loan having been reduced by Rx. 1,800,000, Rx. 28,067,000 will be paid on account of Council Bills, and the year will close with a cash balance of Rx. 17,072,043, being Rx. 1,089,600 in excess of the opening balance of the year.

Rupee Loan of  
1898-99.

214. It was announced in paragraph 200 of the last Financial Statement that a new loan of Rx. 3,000,000 would be raised in India in 1898-99. But owing to the scarcity of loanable Capital, due partly to famine and plague and partly to the Exchange Banks having remitted their surplus balances to England, the prospects of raising such a large amount in the Indian market were unfavourable. As a review of the Ways and Means in June 1898 showed that owing to a general improvement in revenue prospects a loan of Rx. 1,200,000 might be sufficient, it was decided to borrow that amount only. The state of the market made it impossible to attempt a 3 per cent loan, and the loan was therefore raised at  $3\frac{1}{2}$  per cent as in 1897-98.

The loan of Rx. 1,200,000 was issued on 30th July 1898, and tenders for it were received on 24th August 1898. The unfavourable state of the money market affected the result, and the loan was raised at a discount of Rs-3 annas per cent.

1899-1900.

Main features.

215. The Revenue Account for 1899-1900 as now made up closes with a surplus of Rx. 3,932,600. The Capital expenditure on Railways and Canals not charged to Revenue must of necessity be provided for either from the surplus revenue, or by reducing the cash balances, or by contracting a loan. In 1899-1900 the requirements for Capital expenditure are—

	Rx.
(1) Government expenditure in India . . . . .	3,275,600
(2) Government expenditure in England (£ 682,100 converted at $15\frac{1}{2}d.$ the rupee) . . . . .	1,039,400
(3) Net disbursements to Railway Companies in India . . . . .	1,355,600
(4) Net disbursements to Railway Companies in England (£475,700 converted at $15\frac{1}{2}d.$ the rupee) . . . . .	724,900
<b>TOTAL</b> . . . . .	<b>6,395,500</b>

Of the total sum of Rx. 6,395,500 thus required in England and in India for the purpose of Capital expenditure during 1899-1900, £1,187,100 or



Rx. 2,266,100 has already been rendered available in the manner explained in paragraph 210 above by the increase in the Secretary of State's balances resulting from the larger drawings of Council Bills during the current year, and the remainder Rx. 4,129,400 will be more than covered by the surplus revenue estimated at Rx. 3,932,600 and an estimated reduction in the cash balances in India of Rx. 392,600. Accordingly no new rupee loan will be required in India for the purpose of Capital expenditure in 1899-1900.

Apart from the revenue surplus mentioned above, there will be a net receipt on account of Unfunded Debt—chiefly Savings Bank deposits—of Rx. 521,900, and Rx. 603,900 (included in "Other items" in the table in paragraph 212) out of the Famine Insurance Grant of Rx. 1,500,000 will be available for appropriation in reduction of debt. Against these important receipts there will be taken the expenditure of Provincial Governments from accumulated balances (Rx. 924,700), the payments for rupee debt discharged (Rx. 190,000), and the loans by Government (Rx. 248,800). The payments of Council Bills in 1899-1900 as entered in the Estimates will be Rx. 26,104,700 including exchange, or Rx. 1,144,700 more than the corresponding figure in the Budget Estimates of 1898-99.

216. As above stated, no rupee loan in India will be required in 1899-1900, and it is not the present intention of the Government of India to raise any such loan in the year. Full liberty is, however, reserved as usual to alter the programme, as now announced, to any extent that may be considered desirable.

217. The following table gives the details of the transactions of Savings Banks during the last few years and the estimated transactions for 1898-99 and 1899-1900:—

YEAR.	Net additions to deposits, cash.	Interest.	Total addition.
1890-91 . . . . .	250,700	279,700	530,400
1891-92 . . . . .	517,900	306,200	824,100
1892-93 . . . . .	548,900	339,400	888,300
1893-94 . . . . .	179,900	368,000	547,900
1894-95 . . . . .	—84,500	297,000	212,500
1895-96 . . . . .	247,700	338,500	586,200
1896-97 . . . . .	—581,100	340,600	—240,500
1897-98 . . . . .	—657,100	327,000	—330,100
1898-99, Budget . . . . .	156,700	327,500	484,200
1898-99, Revised . . . . .	—90,300	325,700	235,400
1899-1900, Budget . . . . .	126,500	336,600	463,100

218. The Budget Estimate of 1898-99 anticipated a small addition of Rx. 156,700 to the net deposits, but according to the present estimates there will be a net withdrawal of Rx. 90,300 apart from interest. This result is attributed to the low price ruling for Government securities throughout the greater part of the year having encouraged small investors to withdraw their money from Savings Banks and buy Government paper. The price of  $3\frac{1}{2}$  per cent Government securities is now above par, and in preparing the Budget Estimates for 1899-1900 allowance has been made for a small addition to the net deposits of Rx. 126,500.

219. The transactions during the year 1898-99 under the head of Loans by Government are now expected to result in a net receipt of Rx. 262,500 against Rx. 62,200 entered in the Budget Estimate, an increase in the receipts of Rx. 200,300. This increase is made up of an increase in the recoveries of Rx. 174,400 and a decrease in the advances of Rx. 25,900. As is usually the case, the allotments asked for by Provincial Governments on behalf of local

Loans by Government for local purposes.



authorities could not be fully utilised by reason of delays in maturing the schemes of improvement for which the loans were required. The amounts so lapsing are largest in the North-Western Provinces and Oudh.

The recoveries were also larger than the original estimates, chiefly in the Central Provinces and the North-Western Provinces.

Provision has been made in the Budget Estimate of 1899-1900 for net issues on account of loans to the extent of Rx. 248,800 made up of allotments of advances aggregating Rx. 989,600 and recoveries of past loans, Rx. 740,800. The following are the figures of gross recoveries and issues for the six years ending 1899-1900:—

	Issues.	Recoveries.
1894-95 . . . . .	686,806	512,267
1895-96 . . . . .	744,789	506,245
1896-97 . . . . .	1,337,194	542,638
1897-98 . . . . .	1,466,739	958,153
1898-99, Revised . . . . .	771,700	1,034,200
1899-1900, Budget . . . . .	989,600	740,800

It will be observed that the large issues of the later years of the period have been to a great extent met by large recoveries which in their turn were rendered possible by the liberal scale on which certain classes of loans were given in years of scarcity. The estimates for next year include a large provision for loans to agriculturists and cultivators in the Punjab required partly for the relief of distress apprehended in the Hissar District, but chiefly in connection with the Chenab Canal Colonisation Project from which a substantial increase of revenue is expected. Allowance has been made for plague loans as far as they can be foreseen at present. A sum of Rx. 100,000 representing the Capital cost of the Umaria Colliery is also included in the figures as a loan to the Rewa Durbar. The Colliery will be transferred to the Durbar with effect from 1st April 1899, and pending recovery of the cost the amount is written off the Capital Account of Railways by transfer to the Loan Account.

220. The year 1899-1900 is estimated to close with a cash balance in the Indian Treasuries of Rx. 16,679,443, which is less than the opening balance of the year by Rx. 392,600.

J. WESTLAND.

CALCUTTA;  
March 20, 1899.



## APPENDIX.

## ACCOUNTS AND ESTIMATES.

Accounts . . . . .	1897-98
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*General Statement of the Accounts and Estimates of the Revenue  
India, in India*

		For details, see Statement.	RECEIPTS.			
			ACCOUNTS, 1897-98.	BUDGET ESTIMATE, 1898-99.	REVISED ESTIMATE, 1898-99.	BUDGET ESTIMATE, 1899-1900.
<b>Revenue—</b>						
<b>Principal Heads of Revenue—</b>						
Land Revenue	A	25,683,642	27,568,200	27,679,400	27,641,900	
Opium	"	5,179,772	5,329,800	5,679,400	6,003,700	
Salt	"	8,594,225	8,128,000	9,047,200	8,752,200	
Stamps	"	4,837,043	4,855,900	4,835,900	4,897,100	
Excise	"	5,489,454	5,717,300	5,731,000	5,778,300	
Customs	"	4,641,295	4,590,500	4,898,400	4,848,700	
Other Heads	"	8,728,842	8,870,100	6,113,000	6,090,400	
<b>TOTAL PRINCIPAL HEADS</b>	<b>Rx.</b>	...	63,154,273	65,659,800	66,989,200	66,817,200
Interest	A	872,241	929,800	970,100	928,900	
Post Office, Telegraph, and Mint	"	3,370,548	3,203,900	3,054,400	3,065,200	
Receipts by Civil Departments	"	1,723,511	1,733,000	1,748,400	1,775,500	
Miscellaneous	"	910,994	918,600	984,700	854,500	
Railways	"	21,260,386	21,823,600	22,736,400	23,460,900	
Irrigation	"	3,560,864	3,228,100	3,461,700	3,451,100	
Buildings and Roads	"	607,823	678,700	696,400	688,900	
Receipts by Military Department	"	881,864	909,900	921,800	919,300	
<b>TOTAL REVENUE</b>	<b>Rx.</b>	...	96,442,004	99,085,400	101,566,100	101,951,300
<b>Debt, Deposits, and Advances—</b>						
Permanent Debt (net Incurred)	C	6,077,779	5,290,300	2,867,600	...	
Temporary Debt (net Incurred)	"	5,000,000	...	...	...	
Unfunded Debt (net Incurred)	"	...	538,800	291,600	521,900	
Deposits and Advances (net)	"	2,944,660	398,600	869,900	...	
Loans and Advances by Imperial Government (net Repayments)	"	44,963	91,300	40,000	...	
Loans and Advances by Provincial Governments (net Repayments)	"	...	...	222,500	...	
Remittances (net)	"	...	53,000	745,300	...	
Secretary of State's Bills drawn	"	9,506,077	16,000,000	19,000,000	17,000,000	
<b>TOTAL RECEIPTS</b>	<b>Rx.</b>	...	120,015,483	121,657,400	123,602,900	119,483,400
<b>Balance on 1st April—India</b>	<b>Rx.</b>	...	13,873,752	16,722,352	15,980,443	17,072,043
<b>England</b>	<b>£</b>	...	2,832,354	2,168,254	2,534,244	4,304,444
<b>GRAND TOTAL</b>	<b>Rx.</b>	...	136,721,589	140,548,006	142,117,587	140,859,887

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General.



# and Expenditure and Receipts and Disbursements of the Government of India and in England.

	For details, vide Statement.	DISBURSEMENTS.			
		Accounts, 1899-01.	Report Estimate, 1898-99.	Revised Estimate, 1898-99.	Budget Estimate, 1899-1900.
<b>Expenditure—</b>					
Direct Demands on the Revenues . . . . .	B	10,816,813	11,210,900	10,712,300	11,353,600
Interest . . . . .	"	3,472,260	3,378,600	3,076,800	3,014,200
Post Office, Telegraph, and Mint . . . . .	"	2,869,525	2,932,000	2,890,900	2,984,400
Salaries and Expenses of Civil Departments . . . . .	"	15,739,547	15,694,800	15,715,900	16,393,100
Miscellaneous Civil Charges . . . . .	"	5,716,826	5,777,600	5,774,200	5,843,500
Famine Relief and Insurance . . . . .	"	5,363,125	1,099,200	1,176,100	1,199,600
Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	"	3,792	5,800	4,200	3,500
Railway Revenue Account . . . . .	"	22,693,502	23,921,400	23,614,500	24,341,500
Irrigation . . . . .	"	3,144,085	3,213,100	3,222,100	3,334,800
Buildings and Roads . . . . .	"	5,418,936	6,021,500	5,842,100	6,806,400
Army Services . . . . .	"	26,996,774	25,055,000	24,031,300	23,758,900
Special Defence Works . . . . .	"	23,708	...	8,400	...
<b>TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL R<sub>x</sub>.</b>	...	102,258,893	98,310,800	96,088,800	98,953,600
<i>Add</i> —Provincial Surpluses: that is, portion of Allotments to Provincial Governments not spent by them in the year . . . . .	End of B	203,232	137,500	1,419,900	...
<i>Deduct</i> —Provincial Deficits: that is, portion of Provincial Expenditure defrayed from Provincial balances . . . . .	"	660,910	254,300	2,000	924,700
<b>TOTAL EXPENDITURE CHARGED AGAINST REVENUE R<sub>x</sub>.</b>	...	101,801,215	98,194,000	97,506,700	98,028,900
<b>Expenditure not charged to Revenue—</b>					
Capital Outlay on Railways and Irrigation Works R <sub>x</sub> .	End of B	4,328,541	5,749,300	3,570,300	4,315,000
<b>Debt, Deposits, and Advances—</b>					
Permanent Debt (net Discharged) . . . . .	C	...	...	...	190,000
Temporary Debt (net Discharged) . . . . .	"	...	...	1,500,000	...
Unfunded Debt (net Discharged) . . . . .	"	308,186	...	...	...
Deposits and Advances (net) . . . . .	"	...	...	...	121,600
Loans and Advances by Imperial Government (net Advances) . . . . .	"	...	...	...	11,800
Loans and Advances by Provincial Governments (net Advances) . . . . .	"	553,549	29,100	...	237,000
Capital of Railway Companies (net Payments) . . . . .	"	1,406,837	2,109,300	1,470,900	1,257,000
Remittances (net) . . . . .	"	333,829	...	...	46,700
Secretary of State's Bills paid . . . . .	"	9,472,745	16,014,500	18,693,200	17,152,100
<b>TOTAL DISBURSEMENTS</b>	...	118,204,902	122,096,200	122,743,100	121,563,100
Balance on 31st March—India . R <sub>x</sub> .	...	15,982,443	16,208,952	17,072,043	16,679,443
England . £	...	2,534,244	2,242,854	4,304,444	2,817,344
<b>GRAND TOTAL</b>	...	136,721,589	140,548,006	144,119,587	140,859,887
Revenue . . . . .		96,442,004	99,085,400	101,566,100	101,061,500
Expenditure chargeable thereon . . . . .		101,801,215	98,194,000	97,506,700	98,028,900
Surplus (+) Deficit (—) . R <sub>x</sub> .		—5,359,211	+891,400	+4,059,400	+3,032,600

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.



## A.—STATEMENT of the REVENUE

HEADS OF REVENUE.	ACCOUNTS, 1897-98.					INDIA.	
	INDIA.		England.	Exchange.*	TOTAL.	INDIA.	
	Imperial.	Provincial and Local.				Imperial.	Provincial and Local.
<b>Principal Heads of Revenue—</b>	<i>Rx.</i>	<i>Rx.</i>	<i>£</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>	<i>Rx.</i>
I.—Land Revenue . . . . .	14,526,340	11,157,302	...	...	25,683,642	15,135,000	12,544,400
II.—Opium . . . . .	5,179,772	...	...	...	5,179,772	5,679,400	...
III.—Salt . . . . .	8,581,447	12,778	...	...	8,594,225	8,954,000	93,400
IV.—Stamps . . . . .	1,246,694	3,590,649	...	...	4,837,343	1,240,600	3,596,743
V.—Excise . . . . .	3,717,352	1,772,102	...	...	5,489,454	3,880,000	1,609,454
VI.—Provincial Rates . . . . .	4,547	3,718,743	...	...	3,723,290	4,200	3,647,900
VII.—Customs . . . . .	4,608,681	32,614	...	...	4,641,295	4,659,300	39,100
VIII.—Assessed Taxes . . . . .	1,061,665	833,800	...	...	1,895,465	1,682,100	213,365
IX.—Forest . . . . .	900,630	858,884	...	...	1,759,514	940,600	818,914
X.—Registration . . . . .	244,335	242,209	...	...	486,544	228,000	258,544
XI.—Tributes from Native States . . . . .	884,029	...	...	...	884,029	939,700	...
<b>TOTAL</b> . . . . .	40,955,192	32,199,081	...	...	63,154,273	42,943,800	24,045,400
<b>III.—Interest</b> . . . . .	638,712	181,969	20,150	11,370	872,241	705,400	222,700
<b>Post Office, Telegraph, and Mint—</b>							
XIII.—Post Office . . . . .	1,869,217	9,946	...	...	1,879,163	1,685,600	19,563
XIV.—Telegraph . . . . .	1,301,823	...	4,163	3,344	1,309,330	1,070,600	...
XV.—Mint . . . . .	182,044	...	7	4	182,055	76,500	...
<b>TOTAL</b> . . . . .	3,354,084	9,946	4,170	2,348	3,370,548	3,032,700	19,563
<b>Receipts by Civil Departments—</b>							
XVI.—Law and Justice { Courts . . . . .	5,814	351,090	...	...	356,904	7,500	353,300
XVII.—Police . . . . .	29,746	276,534	...	...	306,280	29,000	277,280
XVIII.—Marine . . . . .	1,404	446,996	...	...	448,400	1,300	447,100
XIX.—Education . . . . .	47,759	132,965	...	...	180,724	30,800	149,924
XX.—Medical . . . . .	1,623	215,895	...	...	217,518	2,100	215,418
XXI.—Scientific and other Minor Departments . . . . .	207	87,467	1,620	913	90,209	900	89,309
<b>TOTAL</b> . . . . .	10,973	92,093	303	171	103,537	10,900	82,500
<b>Miscellaneous—</b>							
XXII.—Receipts in aid of Superannuation, etc. . . . .	150,779	55,516	87,639	49,351	343,285	127,400	54,300
XXIII.—Stationery and Printing . . . . .	31,001	49,002	...	...	80,003	30,300	49,703
XXIV.—Exchange . . . . .	43,970	...	...	...	43,970	54,000	...
XXV.—Miscellaneous . . . . .	243,911	325,247	2,229	1,649	473,736	164,800	344,600
<b>TOTAL</b> . . . . .	369,661	429,765	90,868	51,000	940,994	376,500	450,000
<b>Railways—</b>							
XXVI.—State Railways (Gross Receipts) . . . . .	18,985,869	58,296	830	130	19,044,525	19,639,000	55,525
XXVII.—Guaranteed Companies (Net Traffic Receipts) . . . . .	2,201,392	...	...	...	2,201,392	2,095,000	...
XXVIII.—Subsidized Companies (Repayment of Advances of interest) . . . . .	12,990	...	1,266	713	14,969	44,800	...
<b>TOTAL</b> . . . . .	21,200,251	58,296	1,496	843	21,260,886	21,778,800	55,525
<b>Irrigation—</b>							
XXIX.—Major Works: Direct Receipts . . . . .	1,265,377	1,112,367	...	...	2,377,744	1,551,600	673,600
Portion of Land Revenue due to Irrigation . . . . .	964,738	...	...	...	964,738	989,700	...
XXX.—Minor Works and Navigation . . . . .	57,359	170,023	...	...	227,382	78,000	157,382
<b>TOTAL</b> . . . . .	2,287,474	1,282,390	...	...	3,569,864	2,619,300	831,000
<b>Buildings and Roads—</b>							
XXXI.—Military Works . . . . .	52,561	...	...	...	52,561	54,800	...
XXXII.—Civil Works . . . . .	10,440	559,631	28,911	16,280	615,262	10,500	586,762
<b>TOTAL</b> . . . . .	63,001	559,631	28,911	16,280	667,823	64,700	586,762
<b>Receipts by Military Department—</b>							
XXXIII.—Army: Effective . . . . .	647,207	...	31,959	17,097	697,163	699,600	...
Non-effective . . . . .	88,502	...	14,443	8,133	111,078	90,700	...
Warlike operations . . . . .	73,623	...	...	...	73,623	44,900	...
<b>TOTAL</b> . . . . .	809,332	...	46,402	25,230	881,854	835,200	...
<b>TOTAL REVENUES</b> . . . . .	69,795,232	26,344,055	193,652	109,055	96,442,004	73,339,100	27,878,300

\* The column headed "Exchange" shows under the several heads of Revenue and Expenditure which incise transactions in England Exchange thereon calculated according to the average Rate obtained or estimated to be obtained for bills and Telegraphic Transfers sold during the year.



## INDIA, in India and in England.

ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.						
England.	Exchange,* 1898.	Total.	Increase + Decrease—of Budget, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	India.		England.	Exchange,* 1899.	Total.	Increase + Decrease—of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	Increase + Decrease—of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)
	Rx.	Rx.		Imperial.	Provincial and Local.		Rx.	Rx.		
£	Rx.	Rx.		Rx.	Rx.	£	Rx.	Rx.		
...	...	27,679,400	+ 111,300	16,014,700	11,627,200	...	...	27,641,900	+ 73,700	- 37,500
...	...	5,679,400	+ 349,600	6,003,700	...	...	...	6,003,700	+ 573,900	+ 324,300
...	...	9,047,200	+ 319,200	8,661,900	95,300	...	...	8,757,200	+ 29,200	- 290,000
...	...	4,630,900	- 16,000	1,257,400	3,639,700	...	...	4,897,100	+ 41,200	+ 57,300
...	...	5,731,000	+ 13,700	3,911,800	1,866,400	...	...	5,778,200	+ 60,900	+ 47,200
...	...	3,952,100	+ 92,100	4,200	3,947,300	...	...	3,951,500	+ 91,500	- 600
...	...	4,898,400	+ 307,900	4,599,300	49,400	...	...	4,648,700	+ 58,200	- 219,700
...	...	1,030,100	+ 37,200	1,092,300	866,500	...	...	1,048,800	+ 55,900	+ 18,700
...	...	1,838,000	+ 102,400	919,200	871,500	...	...	1,790,700	+ 55,100	- 47,300
...	...	454,000	- 8,700	232,000	220,700	...	...	461,700	- 500	+ 7,700
...	...	939,700	+ 20,300	937,700	...	...	...	917,700	+ 18,300	- 2,000
...	...	66,989,200	+ 1,329,400	43,634,200	23,183,000	...	...	66,817,200	+ 1,157,400	- 172,000
28,000	14,000	970,100	+ 31,900	700,100	213,500	10,000	5,300	928,900	- 600	- 32,500
...	...	1,296,200	+ 3,000	1,892,600	10,700	...	...	1,903,300	+ 10,100	+ 7,100
7,400	3,700	1,081,700	- 157,600	1,095,000	...	4,200	2,200	1,101,400	- 130,400	+ 21,200
...	...	76,500	- 2,300	60,500	...	...	...	60,300	- 18,300	- 16,000
7,400	3,700	3,054,400	- 150,900	3,048,100	10,700	4,200	2,200	3,065,200	- 138,600	+ 12,300
...	...	370,800	+ 700	7,800	361,200	...	...	369,000	- 1,100	- 1,800
...	...	326,100	- 7,200	32,100	316,600	...	...	348,700	+ 13,400	+ 20,600
...	...	438,300	- 12,100	1,400	439,400	...	...	440,800	- 9,600	+ 2,500
...	...	189,400	+ 39,600	21,200	156,800	...	...	177,400	+ 27,600	- 12,000
...	...	231,300	- 4,600	2,500	234,400	...	...	236,900	+ 1,000	+ 5,600
1,500	700	88,200	- 1,300	200	87,000	1,500	800	89,500	- 100	+ 1,200
400	200	102,300	+ 400	10,800	100,000	300	100	113,200	+ 11,400	+ 11,000
1,900	900	1,748,100	+ 15,500	76,000	1,696,800	1,800	900	1,775,500	+ 42,600	+ 27,100
90,400	45,700	319,800	- 900	123,000	52,900	90,400	47,400	315,700	- 5,700	- 4,800
...	...	84,500	+ 2,400	30,400	52,300	...	...	82,700	+ 800	- 1,600
...	...	54,000	- 46,000	69,000	...	...	...	69,000	- 91,000	+ 15,000
11,500	5,700	526,000	+ 111,100	67,200	316,100	2,500	1,300	387,100	- 24,000	- 135,100
104,900	52,400	984,700	+ 66,600	291,600	421,300	92,900	48,700	854,300	- 59,900	- 126,500
200	100	19,696,100	+ 312,200	20,175,500	61,600	200	100	20,277,400	+ 854,500	+ 541,300
...	...	2,995,000	+ 571,000	3,192,500	...	...	...	3,192,500	+ 768,500	+ 197,500
300	200	453,000	+ 28,400	29,500	...	1,000	500	31,000	+ 13,200	- 14,600
500	300	22,736,400	+ 912,000	23,397,600	61,600	1,800	600	23,460,500	+ 1,636,800	+ 724,200
...	...	2,225,200	+ 193,200	1,504,100	567,700	...	...	2,171,800	+ 139,800	- 53,400
...	...	989,700	+ 17,700	1,043,100	...	...	...	1,043,100	+ 71,100	+ 53,400
...	...	246,800	+ 22,700	73,000	163,200	...	...	236,200	+ 12,100	- 10,600
...	...	3,461,700	+ 237,600	2,620,200	830,900	...	...	3,451,100	+ 223,000	- 11,600
...	...	54,200	+ 3,900	50,900	...	...	...	50,900	+ 600	- 3,200
30,100	15,000	642,200	+ 14,700	10,500	582,400	29,600	15,500	638,000	+ 10,000	- 4,200
30,100	15,000	606,400	+ 18,600	61,400	582,400	29,600	15,500	638,900	+ 10,600	- 8,000
44,700	22,400	766,700	- 10,100	733,400	...	51,900	27,200	810,500	+ 30,900	+ 41,000
15,000	7,500	113,200	+ 6,900	83,200	...	15,500	8,100	106,800	- 100	- 7,000
...	...	44,900	+ 15,800	...	...	...	...	...	- 29,100	- 44,900
59,700	29,900	924,800	+ 12,600	816,600	...	67,400	35,300	919,300	+ 1,700	- 10,900
232,500	116,200	101,566,100	+ 2,469,900	74,645,700	27,000,200	227,100	108,500	101,461,500	+ 2,873,000	+ 403,100
Add—Increase on account of Exchange, Rx.			+ 10,800	Add—Increase (+) or Deduct—Decrease (—) on account of Exchange, Rx.			Total including Exchange Rx.			+ 3,100
TOTAL INCLUDING EXCHANGE Rx.			+ 2,480,700	TOTAL INCLUDING EXCHANGE Rx.			+ 2,876,100			+ 795,400



## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.				REVISED.	
	India.		England.	Exchange.*	India.	
	Imperial.	Provincial and Local.	£	Rs.	Rs.	Imperial.
<b>Direct Demands on the Revenues—</b>	Rs.	Rs.	£	Rs.	Rs.	Rs.
1.—Refunds and Drawbacks . . . . .	201,722	89,622	...	...	284,344	314,100
2.—Assignments and Compensations . . . . .	505,635	1,036,113	...	...	1,541,748	1,041,900
<b>Charges in respect of Collection, viz.—</b>						
3.—Land Revenues . . . . .	107,853	4,078,940	901	507	4,187,601	110,800
4.—Opium (including cost of Production) . . . . .	2,386,221	...	1,853	1,042	2,389,137	2,348,800
5.—Salt (including cost of Production) . . . . .	433,578	39,437	468	264	473,747	426,000
6.—Stamps . . . . .	40,910	138,938	35,844	20,185	154,027	40,300
7.—Excise . . . . .	159,149	51,122	123	69	210,403	160,700
8.—Provincial Rates . . . . .	...	52,530	...	...	52,530	...
9.—Customs . . . . .	81,531	129,848	...	...	211,379	81,000
10.—Assessed Taxes . . . . .	16,191	16,687	...	...	32,278	16,700
11.—Forest . . . . .	525,361	469,807	4,172	2,349	1,001,689	521,700
12.—Registration . . . . .	124,252	123,628	...	...	247,880	124,000
<b>TOTAL</b> . . . . .	4,499,993	6,249,043	43,361	24,417	10,816,813	4,450,100
<b>Interest—</b>						
13.—Interest on Debt . . . . .	3,110,536	709,188	4,069,144	2,291,416	10,180,284	3,210,700
<i>Deduct—Amounts chargeable to</i>						
<i>Railways†</i> . . . . .	4,079,609	...	1,189,029	670,073	5,030,011	4,261,500
<i>Amounts chargeable to</i>						
<i>Irrigation</i> . . . . .	729,480	554,780	...	...	1,284,269	754,500
<i>Remainder chargeable on Ordinary</i>						
<i>Debt</i> . . . . .	—1,697,953	154,419	2,879,215	1,621,343	2,957,024	—1,811,300
14.—Interest on other Obligations . . . . .	510,620	4,536	51	29	515,836	514,900
<b>TOTAL</b> . . . . .	—1,167,333	158,955	2,879,266	1,621,372	3,472,260	—1,205,400
<b>Post Office, Telegraph, and Mint—</b>						
15.—Post Office . . . . .	1,429,323	132,639	107,165	60,347	1,729,474	1,438,200
16.—Telegraph . . . . .	767,971	...	181,383	102,140	1,051,494	790,000
17.—Mint . . . . .	80,273	...	5,300	2,084	82,557	109,700
<b>TOTAL</b> . . . . .	2,277,567	132,639	293,848	165,471	2,863,525	2,337,900
<b>Salaries and Expenses of Civil Departments—</b>						
18.—General Administration . . . . .	652,089	935,927	257,745	145,141	1,999,902	632,100
19.—Law and Justice { Courts . . . . .	31,900	3,100,581	3,012	1,597	3,137,191	27,000
{ Jails . . . . .	144,143	974,560	...	...	1,118,703	143,000
20.—Police . . . . .	59,162	4,173,693	683	385	4,233,923	61,600
21.—Marine (including River Navigation) . . . . .	164,737	180,025	213,853	120,425	679,040	154,000
22.—Education . . . . .	17,319	1,561,344	1,341	868	1,581,073	17,700
23.—Ecclesiastical . . . . .	173,579	...	245	138	173,662	170,500
24.—Medical . . . . .	29,505	1,299,447	16,931	9,534	1,355,417	40,000
25.—Political . . . . .	83,030	62,730	24,319	13,711	93,820	82,600
26.—Scientific and other Minor Departments . . . . .	700,278	294,434	26,109	14,702	535,517	320,600
<b>TOTAL</b> . . . . .	2,405,736	12,482,741	544,469	306,601	15,739,547	4,392,700
<b>Miscellaneous Civil Charges—</b>						
27.—Territorial and Political Pensions . . . . .	427,871	...	5,332	5,255	442,438	419,400
28.—Civil Furlough and Absentee Allowances . . . . .	763	...	187,640	105,664	294,067	1,700
29.—Superannuation Allowances and Pensions . . . . .	83,166	965,429	1,901,744	1,070,910	4,021,249	81,800
30.—Stationery and Printing . . . . .	116,361	522,619	54,449	30,661	724,993	121,200
31.—Miscellaneous . . . . .	20,164	158,714	26,921	15,160	234,959	58,300
<b>TOTAL</b> . . . . .	668,328	1,640,762	2,180,086	1,227,650	5,716,826	681,600
<b>Famine Relief and Insurance—</b>						
32.—Famine Relief . . . . .	4,678,777	644,111	1,740	980	5,325,608	9,500
33.—Construction of Protective Railways . . . . .	...	...	...	...	...	695,400
34.—Construction of Protective Irrigation Works . . . . .	37,517	...	...	...	37,517	13,500
35.—Redemption of Debt . . . . .	...	...	...	...	...	422,600
<b>TOTAL††</b> . . . . .	4,716,294	644,111	1,740	980	5,363,125	1,141,000
<b>Carried over</b> . . . . .	13,380,585	21,109,250	5,942,770	3,346,491	43,974,096	9,737,100

\* See foot-note to Statement A.

† Included under the following heads—

State Railways Interest on Debt.

Amounts chargeable against Compensation on Advances.

TOTAL

ACCOUNTS, 1897-98.				REVISED ESTIMATE, 1899-00.			
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.	Rs.	£	Rs.	Rs.
2,405,736	973,745	544,811	3,924,292	2,405,736	973,745	544,811	3,924,292
13,380,585	21,109,250	5,942,770	40,432,605	13,380,585	21,109,250	5,942,770	40,432,605
4,716,294	644,111	1,740	5,363,125	4,716,294	644,111	1,740	5,363,125
21,109,250	22,763,406	7,687,510	51,559,166	21,109,250	22,763,406	7,687,510	51,559,166



## Revenues of India, in India and in England.

ESTIMATE, 1898-99.			Increase & Decrease of Revised, as compared with Budget Estimate, 1898-99. (Excluding Exchange.)	BUDGET ESTIMATE, 1899-1900.					Increase & Decrease of Budget, 1899-1900, as compared with Budget Estimate, 1898-99. (Including Exchange.)	Increase & Decrease of Budget, 1899-1900, as compared with Revised Estimate, 1898-99. (Including Exchange.)
England.	Exchange, Rs.	Total.		INDIA.		England.	Exchange, Rs.	Total.		
				Imperial.	Provincial and Local.					
Rs.		Rs.		Rs.	Rs.	£	Rs.	Rs.		
...	...	994,900	-15,800	218,100	79,300	...	...	997,400	-13,300	+2,500
...	...	1,354,500	-10,900	527,600	1,053,600	...	...	1,581,200	+11,800	+22,700
1,400	700	4,085,000	-59,100	106,100	4,103,000	900	400	4,209,400	+65,600	+124,700
1,600	800	2,351,200	-305,000	2,653,900	...	2,200	1,100	2,657,200	+700	+305,700
300	800	466,100	-53,500	491,200	45,200	600	300	537,300	+17,600	+71,100
30,500	18,200	151,800	-3,900	-41,700	144,100	39,300	20,600	160,300	+2,200	+6,100
...	...	243,000	-7,100	173,100	88,500	100	100	261,800	+11,600	+12,700
...	...	55,700	+3,300	...	60,600	...	...	60,600	+8,200	+4,900
100	100	215,200	-100	81,900	150,200	100	100	232,300	+16,900	+17,000
...	...	33,100	+400	16,800	16,700	...	...	33,500	+800	+400
9,400	4,700	1,010,200	-41,600	553,800	503,900	7,200	3,800	1,067,700	+16,800	+58,400
...	...	247,500	-3,800	127,600	127,300	...	...	254,900	+3,600	+7,400
49,300	24,700	10,712,300	-497,100	4,907,400	6,369,400	50,400	26,400	11,353,600	+142,300	+635,600
3,991,700	1,995,900	9,917,600	-140,500	3,226,000	723,300	4,022,600	2,107,000	10,079,100	-90,100	+50,400
4,185,800	597,000	6,048,300	+54,100	4,454,500	...	1,178,500	617,300	6,350,300	-125,600	-175,700
...	...	1,313,800	+900	782,800	563,100	...	...	1,345,900	-31,400	-35,300
805,900	1,402,900	2,557,700	-85,500	2,011,300	100,400	2,844,100	1,489,700	2,482,900	-247,100	-161,600
100	100	519,100	-1,200	520,900	4,200	100	100	531,300	+11,000	+12,200
1,806,000	1,403,000	3,076,800	-86,700	1,484,400	161,800	2,844,900	1,489,800	3,014,200	-336,100	-149,400
110,000	55,000	1,731,100	-37,400	1,515,200	131,700	94,700	49,600	1,791,200	+28,100	+65,500
169,900	84,900	1,044,800	-26,900	850,300	...	181,000	95,300	1,127,500	+45,400	+72,300
7,500	1,800	115,000	+49,000	63,700	...	1,300	700	65,700	+800	-48,200
287,400	141,700	2,890,900	-15,300	2,429,200	131,700	277,900	145,600	2,684,400	+74,300	+89,600
253,300	126,700	1,960,900	+11,200	637,100	942,100	253,300	132,700	1,965,200	+9,500	-1,700
1,300	600	3,076,800	-43,400	27,400	3,127,600	400	200	3,155,400	+35,800	+79,200
...	...	1,028,800	-46,200	148,100	935,800	...	...	1,083,900	+8,900	+35,100
800	400	4,175,200	-26,400	64,900	4,238,100	600	300	4,303,900	+102,400	+125,800
215,300	107,800	654,800	-4,000	158,200	193,000	226,500	118,700	696,400	+26,700	+30,700
1,900	900	1,592,500	-59,900	18,900	1,654,300	1,500	800	1,675,500	+23,200	+83,100
800	400	171,700	-16,700	185,200	...	400	200	185,800	-2,400	+14,300
10,700	5,300	1,558,900	+331,800	248,000	1,479,100	10,300	5,400	1,632,800	+466,600	+734,800
24,100	12,100	932,300	-81,600	908,200	72,100	23,700	12,400	1,016,100	+2,300	+83,900
22,700	11,300	564,100	-10,600	332,700	232,900	26,900	14,100	606,600	+29,100	+39,700
531,100	265,500	15,713,900	+54,200	2,702,700	12,896,000	541,600	284,800	16,383,100	+702,100	+647,900
11,400	5,700	436,500	+7,200	410,700	...	11,400	6,000	427,700	-1,000	-5,100
262,300	131,100	398,100	+37,300	700	...	226,000	118,400	345,100	...	-37,300
244,000	972,000	3,984,200	+14,200	78,600	1,014,600	1,969,000	1,031,400	4,003,600	+54,200	+30,000
48,500	24,200	708,300	+21,400	111,700	535,000	49,300	25,800	791,800	+33,300	+15,600
24,700	12,400	850,100	+21,000	33,200	180,700	27,200	14,200	235,100	+24,400	+3,400
290,900	1,145,400	5,774,200	+101,100	634,100	1,730,300	2,282,900	1,195,800	5,847,500	+120,000	+18,900
...	...	44,600	-40,500	800	5,500	...	...	5,700	-79,400	-38,900
...	...	695,400	+27,100	490,000	...	...	...	490,000	-178,300	-205,400
...	...	13,500	-6,500	30,000	...	...	...	30,000	+10,000	+16,300
...	...	432,600	+96,800	603,900	...	...	...	603,900	+278,100	+181,300
...	...	1,176,100	+76,900	1,124,100	5,500	...	...	1,129,600	+39,400	-46,500
360,700	2,980,300	39,346,200	-366,900	10,339,500	21,227,500	5,999,000	3,122,400	40,708,400	+833,200	+1,500,100

## REVENUE ESTIMATE, 1899-1900.

India.	England.	Exchange.	Total.
Rs.	£	Rs.	Rs.
244,400	959,000	502,000	8,716,500
377,100	216,000	144,700	301,700
454,500	1,176,500	617,300	6,110,300

† The following figures are included under XXVI and 31.—State Railways, are chargeable to the grant for Public Works and in relation to representing the net charge on the Revenue the account of Provincial Railways constructed through the agency of Companies:—

	Accounts, 1897-98.	Revenue Estimate, 1898-99.	Budget Estimate, 1899-1900.
Indian Midland Railway	432,382	130,700	136,100
Bengal-Nagpur Railway	300,507	248,700	244,200
Total	732,889	379,400	380,300



## B.—STATEMENT of the EXPENDITURE chargeable on the

HEADS OF EXPENDITURE.	ACCOUNTS, 1897-98.					REVISED	
	India.		England.	Exchange.*	Total.	India.	
	Imperial.	Provincial and Local.		15/100d.		Imperial.	Provincial and Local.
	Rx.	Rx.	£	Rx.	Rx.	Rx.	Rx.
Brought forward	13,380,585	21,308,250	5,942,770	3,346,491	43,978,096	9,737,100	20,668,100
37.—Construction of Railways (Charged against Revenue in addition to that under Famine Insurance)	...	3,792	...	...	3,792	...	4,200
Railway Revenue Account—							
38.—State Railways: Working Expenses	9,156,546	44,656	...	...	9,201,202	9,826,200	30,400
Interest on Debt	3,991,278	...	971,045	546,813	5,509,136	4,135,100	...
Annuities in purchase of Railways	...	...	1,712,419	964,896	2,677,315	...	...
Interest chargeable against Companies on Advances	87,731	...	218,884	123,258	429,873	132,400	...
Interest on Capital deposited by Companies	16,584	...	764,779	441,025	1,243,388	16,100	...
39.—Guaranteed Companies: Surplus Profits, Land and Supervision	126,213	...	...	...	126,213	418,900	...
Interest	8,899	...	2,134,784	1,213,401	3,377,084	10,900	...
40.—Subsidized Companies: Land, etc.	103,577	10,183	...	...	113,760	138,900	80,800
41.—Miscellaneous Railway Expenditure	15,475	754	...	...	16,229	64,600	—500
TOTAL	13,506,300	55,593	5,841,911	3,089,693	22,993,502	14,743,100	60,100
Irrigation—							
42.—Major Works: Working Expenses	506,267	385,852	...	...	892,119	537,400	390,600
Interest on Debt	729,480	554,769	...	...	1,284,249	754,500	589,100
43.—Minor Works and Navigation	294,522	671,449	1,117	629	967,717	286,500	687,100
TOTAL	1,530,269	1,612,070	1,117	629	3,144,085	1,578,400	1,666,800
Buildings and Roads—							
44.—Military Works	1,059,540	...	69,633	39,212	1,168,385	1,113,600	...
45.—Civil Works	302,120	3,822,028	80,866	45,537	4,250,551	405,400	4,088,200
TOTAL	1,361,660	3,822,028	150,499	84,749	5,418,936	1,519,000	4,088,200
Army Services—							
46.—Army: Effective	15,592,162	...	1,804,263	1,016,016	18,412,441	15,593,900	...
Non-Effective	922,385	...	2,414,845	1,359,847	4,697,077	945,600	...
Warlike operations	3,847,992	...	25,119	14,145	3,887,256	1,023,700	...
TOTAL	20,362,539	...	4,244,227	2,390,008	26,996,774	17,563,200	...
Special Defence Works—							
47.—Special Defence Works	—4,020	...	17,739	9,989	23,708	180	...
TOTAL EXPENDITURE, IMPERIAL AND PROVINCIAL	50,137,336	26,801,733	16,198,263	9,121,561	102,258,893	45,142,900	26,480,400
Add—Special Grants to Provincial Governments	...	...	...	...	...	...	900,000
De.—Portion of Allotments to Provincial Governments not spent by them in the year	...	203,232	...	...	...	...	710,000
Deduct—Portion of Provincial Expenditure defrayed from Provincial balances	...	660,910	...	...	457,678	...	3,000
Total Expenditure charged against Revenue	50,137,336	26,344,055	16,198,263	9,121,561	101,801,215	45,142,900	27,187,300

Expenditure not charged to Revenue—	ACCOUNTS, 1897-98.			
	India.	England.	Exchange.	Total.
	Rx.	£	Rx.	Rx.
Capital Outlay, Railways and Irrigation Works—				
48.—State Railways	2,367,425	809,010	455,570	3,632,005
49.—Irrigation Works	682,157	6,373	3,701	692,231
50.—Miscellaneous Public Improvements	4,105	...	...	4,105
TOTAL	3,053,687	815,383	459,271	4,328,341



## Revenues of India, in India and in England—continued.

ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.								
England.	Exchange <sup>a</sup> Rs.	Total.	Increase + Decrease—of Budget, 1898-99, as compared with Budget Estimates, 1897-98. (Excluding Exchange.)	India.		England.	Exchange <sup>a</sup> Rs.	Total.	Increase + Decrease—of Budget, 1899-1900, as compared with Budget Estimates, 1898-99. (Excluding Exchange.)	Increase + Decrease—of Budget, 1899-1900, as compared with Revised Estimates, 1898-99. (Excluding Exchange.)		
£		Rs.		Imperial.	Provincial and Local.	£		Rs.				
5,960,700	2,980,200	39,246,200	—366,500	10,339,500	21,227,500	5,999,000	3,142,400	40,708,400	+ 833,200	+ 1,200,100		
...	...	4,200	—1,600	...	3,500	...	...	3,600	—2,200	—600		
...	...	9,876,600	+ 106,100	10,005,000	42,000	...	...	10,047,000	+ 276,500	+ 120,400		
966,900	482,500	5,583,500	—52,000	4,454,400	...	989,600	502,600	3,746,600	+ 89,400	+ 142,000		
1,714,000	857,000	2,571,000	—1,800	...	...	1,719,000	900,500	2,619,700	+ 3,400	+ 5,200		
218,900	109,500	460,800	—1,500	170,100	...	218,900	114,700	503,700	+ 36,200	+ 37,200		
611,900	405,900	1,233,900	...	17,300	...	833,500	447,100	1,317,900	+ 42,800	+ 42,800		
...	...	418,900	+ 106,100	363,500	...	...	...	563,500	+ 250,700	+ 144,600		
1,168,500	1,081,800	3,154,600	—6,900	8,200	...	2,185,300	1,244,700	3,330,000	+ 13,200	+ 20,100		
...	...	149,100	—81,200	114,700	10,800	...	...	124,900	—105,400	—84,200		
...	...	64,100	—15,900	80,000	...	...	...	80,000	...	+ 15,900		
3,874,200	2,937,100	23,614,500	+ 52,300	15,243,200	52,200	5,936,300	3,109,600	24,341,500	+ 666,800	+ 554,500		
...	...	931,000	+ 12,400	560,000	398,100	...	...	958,100	+ 39,500	+ 27,100		
...	...	1,313,000	—900	782,800	563,100	...	...	1,345,900	+ 31,400	+ 38,300		
2,600	1,300	977,500	—3,200	314,400	775,500	600	300	1,030,800	+ 51,100	+ 54,300		
2,500	1,300	5,222,100	+ 8,300	1,657,200	1,676,700	600	300	3,331,800	+ 152,000	+ 113,700		
56,000	28,500	1,197,600	+ 2,200	1,399,600	...	14,900	7,800	1,390,300	+ 147,100	+ 144,900		
100,600	50,300	4,044,500	—19,100	385,900	4,564,900	87,500	45,800	5,484,100	+ 650,100	+ 844,100		
196,600	78,300	5,812,100	—191,800	1,685,500	4,964,900	102,400	53,600	6,806,400	+ 797,200	+ 989,000		
879,900	940,000	18,415,800	—147,800	15,960,800	...	1,091,000	1,042,900	18,994,700	+ 328,200	+ 476,000		
1,426,700	1,213,300	4,585,600	—61,000	912,600	...	2,496,800	1,307,800	4,717,200	—23,900	+ 37,100		
17,500	2,700	1,049,900	—455,000	38,900	...	5,300	2,800	47,000	—1,452,000	—997,000		
1,324,100	2,100,000	24,051,300	—663,800	16,912,300	...	4,497,100	2,353,500	23,758,900	—1,147,700	—483,900		
5,500	8,800	8,400	+ 5,600	...	...	...	...	...	...	—5,600		
9,323,700	8,161,800	96,088,800	—1,157,900	45,837,700	27,924,900	16,531,600	8,659,400	98,953,600	+ 1,229,300	+ 2,367,200		
...	...	700,000	+ 700,000	...	...	...	...	...	...	—700,000		
...	...	717,900	+ 834,700	...	924,700	...	...	924,700	—807,900	—1,643,600		
9,323,700	8,161,800	97,506,700	+ 376,800	45,837,700	27,000,200	16,531,600	8,659,400	98,028,900	+ 401,400	+ 24,600		
Deduct—Decrease on account of Exchange, Rx.			—1,064,100	Add—Increase (+) or Deduct—Decrease (–) on account of Exchange, Rx.							—566,500	+ 497,600
TOTAL INCLUDING EXCHANGE, Rx.			—687,300	TOTAL INCLUDING EXCHANGE, Rx.							—165,100	+ 522,200
REVISED ESTIMATE, 1898-99.				BUDGET ESTIMATE, 1899-1900.								
India.	England.	Exchange.	Total.	India.	England.	Exchange.	Total.					
Rx.	£	Rx.	Rx.	Rx.	£	Rx.	Rx.					
1,700,800	788,000	394,000	2,882,800	2,427,300	681,000	356,700	3,465,000					
587,600	3,100	1,500	692,200	848,500	1,100	600	850,200					
—4,100	...	...	—4,100	...	...	...	...					
2,363,700	791,100	395,500	3,550,300	3,275,800	682,100	357,300	4,315,200					

<sup>a</sup> See last page in Statement A.



## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGETARY ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rs.	£		Rs.	£		Rs.	£	
Revenue (from Statement A)	96,139,287	193,662	96,332,949	101,817,400	232,500	101,449,900	101,645,900	207,100	101,853,000
Exchange added to Revenue	109,055	...	109,055	116,200	...	116,200	108,500	...	108,500
Total	96,248,342	193,662	96,442,004	101,933,600	232,500	101,566,100	101,754,400	207,100	101,961,500
Permanent Debt Incurred—									
Sinking Debt—									
India 2½ p. c. Stock	...	3,500,000		...	5,297,700		...	...	
Rupee Debt—									
3½ p. c. Rupee Loan	3,000,120	...		1,200,000	...		...	...	
Total	3,000,120	3,500,000	6,500,120	1,200,000	5,297,700	6,497,700	...	...	...
Net			6,977,779			2,267,600			0
Temporary Debt Incurred—									
Temporary Loans	...	6,000,000	6,000,000	...	4,500,000	4,500,000	...	4,500,000	4,500,000
Net			6,000,000			0			0
Unfunded Debt—									
Treasury Notes	200	...		...	...		...	...	
Deposits of Service Funds	142,309	...		142,300	...		1,42,800	...	
Savings Bank Deposits	3,867,850	...		3,906,200	...		4,005,300	...	
Total	4,010,359	...	4,010,359	4,048,500	...	4,048,500	4,210,300	...	4,210,300
Net			0			291,600			521,000
Deposits and Advances—									
Balances of Provincial Allocations	203,232	...		1,419,900	...		...	...	
Appropriation for reduction of Debt	...	...		422,600	...		603,000	...	
Excluded Local Funds	851,848	...		804,700	...		80,340	...	
Railway Funds	40,179	...		7,000	...		52,100	...	
Deposits of Sinking Funds	12,500	...		13,100	...		13,500	...	
Departmental and Judicial Deposits	22,472,638	...		19,972,200	...		20,108,100	...	
Advances	8,657,183	2,097		10,033,800	200		3,507,100	...	
Suspense Accounts	212,310	...		78,700	...		2,200	...	
Exchange on Remittance Accounts, net	4,655,176	...		...	...		418,400	...	
Miscellaneous	133,306	150		...	...		...	...	
Total	37,254,874	2,247	37,257,121	32,815,600	200	32,815,800	25,628,900	...	25,628,900
Net			2,944,650			869,900			0
Carried over	140,523,053	1,695,909		139,448,600	10,030,400		131,503,600	4,717,100	



## of the Government of India, in India and in England.

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
Expenditure, Imperial and Provincial (from Statement B)	Rs. 76,939,069	£ 16,198,261	93,137,332	Rs. 71,603,300	£ 16,323,700	87,927,000	Rs. 73,762,600	£ 16,531,600	90,294,200
Exchange, charged as Expenditure	9,121,561	...	9,121,561	3,161,800	...	3,161,800	3,659,400	...	3,659,400
Add—Provincial Surpluses, transferred to "Deposits"	203,232	...	203,232	1,419,900	...	1,419,900	...	...	...
Deduct—Provincial Deficits, charged against "Deposits"	660,910	...	660,910	2,000	...	2,000	924,700	...	924,700
<b>TOTAL</b>	<b>85,602,932</b>	<b>16,198,261</b>	<b>101,801,215</b>	<b>81,183,000</b>	<b>16,323,700</b>	<b>97,506,700</b>	<b>81,497,300</b>	<b>16,531,600</b>	<b>98,028,900</b>
Expenditure not charged to Revenue—									
Capital outlay on Railways and Irrigation Works	3,053,687	815,583	3,869,270	2,383,700	791,100	3,174,800	3,275,600	682,100	3,957,700
Exchange on Expenditure not charged to Revenue	459,271	...	459,271	395,900	...	395,900	357,700	...	357,700
<b>TOTAL</b>	<b>3,512,958</b>	<b>815,583</b>	<b>4,328,541</b>	<b>2,779,600</b>	<b>791,100</b>	<b>3,570,700</b>	<b>3,633,300</b>	<b>682,100</b>	<b>4,315,400</b>
Permanent Debt discharged—									
Sterling Debt—									
India 4 p. c. Stock	...	2,802	2,802	...	200	200	...	...	...
India 3½ p. c. Debentures	...	...	...	...	3,000,000	3,000,000	...	...	...
Oude and Rohilkund Railway Debenture Stock	...	...	...	...	334,700	334,700	...	...	...
Rupee Debt—									
5½ p. c. Loans	...	...	...	100	...	100	...	...	...
5 p. c. Loans	...	...	...	17,000	...	17,000	...	...	...
4½ p. c. Loans	7,930	...	7,930	4,000	...	4,000	4,000	...	4,000
4 p. c. Loans	210,203	...	210,203	157,500	...	157,500	160,000	...	160,000
3½ p. c. Loans	192,210	...	192,210	56,000	...	56,000	26,000	...	26,000
Treasury Bills	...	...	...	600	...	600	...	...	...
Stock Notes	176	...	176	...	...	...	...	...	...
<b>TOTAL</b>	<b>419,539</b>	<b>2,802</b>	<b>422,341</b>	<b>215,200</b>	<b>3,384,900</b>	<b>3,600,100</b>	<b>190,000</b>	...	<b>190,000</b>
<b>Net</b>									<b>190,000</b>
Temporary Debt discharged—									
Temporary Loans	...	1,000,000	1,000,000	...	6,000,000	6,000,000	...	4,500,000	4,500,000
<b>Net</b>						<b>6,000,000</b>			<b>4,500,000</b>
Unfunded Debt—									
Special Loans	12,139	...	12,139	...	...	...	...	...	...
Deposits of Service Funds	113,608	...	113,608	113,700	...	113,700	113,300	...	113,300
Savings Bank Deposits	4,193,798	...	4,193,798	3,694,100	...	3,694,100	3,573,100	...	3,573,100
<b>TOTAL</b>	<b>4,318,545</b>	...	<b>4,318,545</b>	<b>3,807,800</b>	...	<b>3,807,800</b>	<b>3,638,400</b>	...	<b>3,638,400</b>
<b>Net</b>			<b>308,186</b>						
Deposits and Advances—									
Balances of Provincial Allotments	660,910	...	660,910	8,000	...	8,000	994,700	...	994,700
Excluded Local Funds	852,089	...	852,089	787,400	...	787,400	773,000	...	773,000
Railway Funds	61,162	...	61,162	74,200	...	74,200	51,500	...	51,500
Departmental and Judicial Deposits	22,331,279	...	22,331,279	19,816,600	...	19,816,600	20,230,500	...	20,230,500
Advances	9,506,448	938	9,507,386	9,904,900	...	9,904,900	34,10,800	...	34,10,800
Suspense Accounts	300,408	...	300,408	39,100	...	39,100	17,000	...	17,000
Exchange on Remittance Accounts, net	...	...	...	956,500	...	956,500	...	...	...
Miscellaneous	698,648	979	699,627	335,200	...	335,200	336,300	...	336,300
<b>TOTAL</b>	<b>34,310,544</b>	<b>1,917</b>	<b>34,312,461</b>	<b>31,945,000</b>	...	<b>31,945,000</b>	<b>25,733,500</b>	...	<b>25,733,500</b>
<b>Net</b>									<b>124,600</b>
<b>Carried over</b>	<b>128,164,538</b>	<b>18,015,565</b>		<b>115,961,100</b>	<b>26,409,700</b>		<b>114,762,100</b>	<b>21,713,700</b>	



## C.—Statement of Receipts and Disbursements

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
Brought forward	Rx. 140,513,695	£ 9,623,009		Rx. 139,448,600	£ 10,304,300		Rx. 131,593,600	£ 4,707,100	
Loans and Advances by Imperial Government	100,109	...	100,109	140,800	...	140,800	116,100	...	116,100
Net			44,063			40,000			0
Loans and Advances by Provincial Governments	858,044	...	858,044	893,400	...	893,400	624,700	...	624,700
Net			0			222,500			0
Capital Receipts from Railway Companies— On account of Subscribed Capital Repayments	660,634 1,423,347	1,190,500 4,061		1,077,200 1,577,700	1,688,600 43,200		525,600 1,356,700	2,718,600 3,000	
Total	2,084,501	1,194,361	3,278,862	2,655,500	2,031,800	4,687,300	1,881,300	2,721,600	4,602,900
Net			0			0			0
Remittances— Inland Money Orders	25,714,421	...		26,830,000	...		28,000,000	...	
Other Local Remittances	...	...		739,100	...		751,900	...	
Other Departmental Accounts	423,844	...		780,200	...		488,000	...	
Net Receipts by Civil Treasuries from— Post Office	...	...		216,500	...		373,400	...	
Telegraph	...	...		37,000	...		11,300	...	
Guaranteed Railways	140,445	...		3,583,000	...		3,115,300	...	
Public Works	2,559,191	...		1,004,000	...		937,000	...	
Net Receipts from Civil Treasuries by— Post Office	...	...		...	...		...	...	
Marine	357,579	...		205,300	...		239,300	...	
Military	221,307	...		16,114,000	...		15,422,400	...	
Public Works	18,562,120	...		...	...		...	...	
Remittance Account between England and India— Railway transactions	291,936	595,731		939,300	1,002,000		1,238,000	502,000	
Other	1,053,186	213,193		488,500	230,900		421,100	166,800	
Total	50,718,631	808,979	51,527,610	51,858,700	1,232,900	53,091,600	50,997,700	668,800	51,666,500
Net			0			745,200			0
Secretary of State's Bills drawn	...	9,506,077	9,506,077	...	19,000,000	19,000,000	...	17,000,000	17,000,000
Total Receipts	194,275,000	21,205,470		194,097,000	31,295,100		185,214,400	23,097,500	
Opening Balance	13,973,752	2,832,354		15,982,443	2,534,244		17,072,043	4,304,444	
GRAND TOTAL	208,148,752	24,037,824		210,079,443	34,829,344		202,286,443	27,401,944	

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 30th March 1899.

W. H. DOBBIE,  
Deputy Comptroller General



## of the Government of India, in India and in England—continued.

	ACCOUNTS, 1897-98.			REVISED ESTIMATE, 1898-99.			BUDGET ESTIMATE, 1899-1900.		
	India.	England.	Total.	India.	England.	Total.	India.	England.	Total.
	Rs.	£		Rs.	£		Rs.	£	
Brought forward	128,164,538	18,018,565		119,961,100	26,199,700		114,762,100	21,713,700	
Loans and Advances by Imperial Government	55,146	...	55,146	100,800	...	100,800	127,900	...	127,900
Net			0			0			11,200
Loans and Advances by Provincial Governments	1,411,593	...	1,411,593	670,900	...	670,900	861,700	...	861,700
Net			553,549			0			237,000
Payments to Railway Companies on Capital Account—									
For discharge of Debentures	...	94,123		...	805,500		...	1,248,600	
For Expenditure	3,146,849	1,514,997		3,528,800	1,823,900		2,663,600	1,548,700	
TOTAL	3,146,849	1,539,050	4,685,899	3,528,800	2,629,400	6,158,200	2,663,600	3,197,300	5,860,900
Net			1,406,837			1,476,900			1,257,000
Remittances—									
Inland Money Orders	25,714,810	...		25,850,000	...		28,000,000	...	
Other Local Remittances	244,503	...		739,100	...		751,900	...	
Other Departmental Accounts	429,615	...		780,200	...		488,000	...	
Net Payments into Civil Treasuries by—									
Post Office	...	...		216,500	...		373,400	...	
Telegraph	140,485	...		37,000	...		11,300	...	
Guaranteed Railways	2,559,191	...		3,573,000	...		3,115,300	...	
Public Works	...	...		1,224,900	...		937,000	...	
Net Issues from Civil Treasuries to—									
Post Office	357,579	...		...	...		...	...	
Marine	224,333	...		205,300	...		239,300	...	
Military	18,562,220	...		16,114,500	...		15,422,400	...	
Public Works	804,260	...		...	...		...	...	
Remittance Account between England and India—									
Railway transactions	592,497	895,170		1,002,000	939,300		502,000	1,238,000	
Other	226,345	1,050,801		257,700	456,500		199,000	433,600	
TOTAL	49,915,438	1,945,971	51,861,409	50,950,600	1,395,800	52,346,400	50,939,600	1,673,600	51,713,200
Net			333,829			0			46,700
Secretary of State's Bills paid	9,472,745	...	9,472,745	18,695,200	...	18,695,200	17,152,100	...	17,152,100
TOTAL DISBURSEMENTS	192,166,309	21,503,586	4	193,667,400	30,524,900		185,607,000	26,584,600	
Closing Balance	15,982,443	2,534,244		17,072,043	4,301,444		16,679,443	2,817,314	
GRAND TOTAL	208,148,752	24,037,830		210,739,443	34,826,344		202,286,443	29,401,914	

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.



*D.—Account of Provincial and Local Savings charged to Revenue, and held at the disposal of Provincial Governments under their Provincial Settlements.*

**Provincial and Local Balances.**

NOTE.—These balances do not include the Balances of Deposits and Advances upon Local Fund Accounts.

	India.	Central Provinces.	Burma.	Assam.	Bengal.	N.-W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>Accounts, 1897-98.</b>										
Balance at end of 1896-97	12,735	46,726	413,744	128,319	569,652	60,638	200,886	616,069	523,347	2,572,116
Added in 1897-98	...	...	177,510	...	...	25,722	...	...	...	203,238
Spent in 1897-98	1,407	10,885	...	39,637	279,146	...	2,112	176,433	157,291	660,916
Balance at end of 1897-98	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,438
<b>Revised Estimate, 1898-99.</b>										
Balance at end of 1897-98 (by Accounts).	11,328	35,841	591,254	88,682	290,506	86,360	198,775	445,636	366,056	2,114,438
Added in 1898-99	...	44,800	279,600	63,100	284,400	378,500	126,700	146,100	96,700	1,419,900
Spent in 1898-99	2,000	...	...	...	...	...	...	...	...	2,000
Balance at end of 1898-99	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,534,338
<b>Budget Estimate, 1899-1900.</b>										
Balance at end of 1898-99 (by Revised Estimate).	9,328	80,641	870,854	151,782	574,906	464,860	325,475	591,736	462,756	3,534,338
Spent in 1899-1900	900	23,900	126,800	117,200	145,700	80,000	66,100	196,300	167,800	924,700
Balance at end of 1899-1900	8,428	56,741	744,054	34,582	429,206	384,860	259,375	395,436	294,956	2,609,638

W. H. DOBBIE,  
Deputy Comptroller General.

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FORT WILLIAM,  
FINANCE AND COMMERCE DEPARTMENT;  
The 20th March 1899.



# E.—Statement of Net Revenue and Expenditure—India and England.

## Part I.—Income.

REVENUE.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>I.—Land Revenue, etc.:</b>						
1. Land Revenue . . . . .	25,622,285		27,027,600		27,590,000	
2. Forest . . . . .	1,735,027		1,734,600		1,735,500	
3. Tributes from Native States . . . . .	883,629		919,700		947,500	
<b>Deduct,—</b>	26,241,941		30,419,910		30,315,300	
<b>Assignments . . . . .</b>	1,117,466		1,125,600		1,148,300	
<b>Net . . . . .</b>	—	27,127,475	—	29,276,300	—	29,167,000
<b>II.—Opium, Net Receipts . . . . .</b>	2,788,744		3,326,500		3,341,500	
<b>Deduct,—</b>						
<b>Assignments . . . . .</b>	5,009		5,100		5,100	
<b>Net . . . . .</b>	—	2,783,645	—	3,321,400	—	3,339,400
<b>III.—Taxation:</b>						
1. Salt . . . . .	8,505,524		9,008,500		8,723,600	
2. Stamps . . . . .	4,783,277		4,784,500		4,741,000	
3. Excise . . . . .	5,457,441		5,201,000		5,725,500	
4. Provincial Rates . . . . .	3,717,560		3,940,000		3,946,400	
5. Customs . . . . .	4,555,073		4,803,200		4,511,000	
6. Assessed Taxes . . . . .	1,881,233		1,917,000		1,935,500	
7. Registration . . . . .	42,149		452,600		40,000	
<b>Deduct,—</b>	29,417,127		30,814,700		30,202,000	
<b>Assignments . . . . .</b>	419,183		427,800		427,800	
<b>Net . . . . .</b>	—	29,027,944	—	30,186,900	—	29,775,000
<b>IV.—Miscellaneous Receipts (i.e., Mint, Gain by Exchange and Miscellaneous) . . . . .</b>	—	376,245	—	292,000	—	195,600
<b>Excess of Expenditure over Income . . . . .</b>	—	59,315,309	—	63,076,800	—	62,477,000
	—	64,671,520	—	63,076,800	—	61,477,000

## Part II.—Expenditure.

CHARGES.	Accounts, 1897-98.		Revised Estimate, 1898-99.		Budget Estimate, 1899-1900.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<b>I.—Debt Services . . . . .</b>	—	2,600,079	—	2,106,700	—	2,085,300
<b>II.—Military Services:</b>						
1. Army . . . . .	16,114,910		23,125,500		22,835,000	
2. Military Works . . . . .	1,115,224		1,143,400		1,271,400	
3. Special Defence Works . . . . .	23,708		8,400		—	
<b>TOTAL . . . . .</b>	—	27,254,442	—	24,278,300	—	24,151,000
<b>III.—Collection of Revenue:</b>						
1. Land Revenue, including District Administration . . . . .	4,187,601		4,085,000		4,279,400	
2. Forest . . . . .	1,001,181		1,010,200		1,017,000	
3. Other Heads . . . . .	1,412,314		1,117,500		1,540,700	
<b>TOTAL . . . . .</b>	—	6,601,604	—	6,507,700	—	6,817,800
<b>IV.—Commercial Services:</b>						
<b>Net Expenditure—</b>						
Railway . . . . .	1,432,616		878,100		880,600	
Telegraph . . . . .	—		—		—	
<b>Deduct—Net Receipts—</b>						
Irrigation . . . . .	425,279		239,600		116,300	
Post Office . . . . .	119,680		165,100		112,000	
Telegraph . . . . .	257,836		36,900		—	
<b>Net . . . . .</b>	—	599,313	—	436,500	—	678,300
<b>V.—Civil Services:</b>						
1. Civil Departments . . . . .	14,016,036		13,947,500		14,607,600	
2. Miscellaneous Civil Charges . . . . .	5,058,579		5,120,000		5,189,800	
3. Famine Relief and Insurance . . . . .	5,303,123		1,176,100		1,129,600	
4. Construction of Railways (charged against Revenue in addition to that under Famine Insurance) . . . . .	3,792		4,200		2,600	
5. Civil Works . . . . .	3,635,289		4,002,300		4,846,100	
<b>Add or Deduct,—</b>						
Provincial Surplus or Deficit . . . . .	28,006,821		24,270,100		25,776,700	
	451,073		3,417,000		914,700	
<b>TOTAL . . . . .</b>	—	27,619,743	—	25,678,000	—	24,857,000
<b>Excess of Income over Expenditure . . . . .</b>	—	64,671,520	—	59,017,200	—	51,544,400
	—	64,671,520	—	61,776,600	—	62,277,000

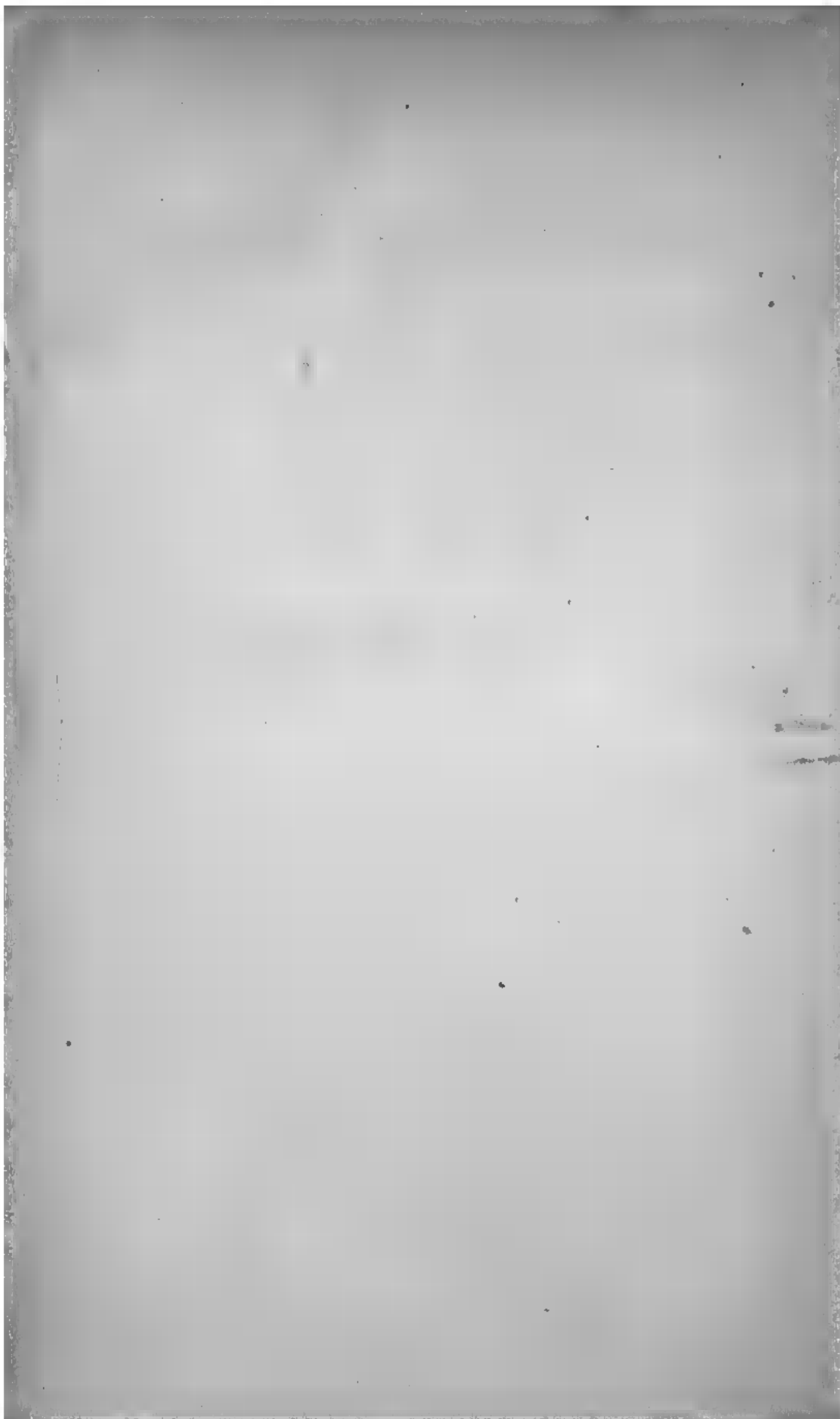
W. H. DOBBIE,  
Deputy Comptroller General.  
FORT WILLIAM.

A. F. COX,  
Comptroller General.

H. H. RISLEY,  
Offg. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT;







## Memorandum by the Honourable Major-General Sir Edwin Collen, K.C.I.E., on Military Expenditure.

The estimates with which the Military and Marine Department of the Government of India is concerned, are—

- I—Indian Military Estimates.
- II—Home (India) Military Estimates.
- III—Military Works Estimates.
- IV—Marine Estimates.

2. They will be dealt with in this memorandum in the order given above.

### I.—Indian Military Estimates.

#### *Revised Estimates, 1898-99.*

3. The revised Indian Military Estimates for 1898-99, compared with the budget for the year, show a net saving of Rx. 520,800 caused by an increase in receipts of Rx. 2,200 and a decrease in expenditure of Rx. 518,600.

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

4. The more important causes which have led to the decrease in expenditure are as under :—

- (a) There is a decrease of Rx. 344,300 on account of military operations and an increase of Rx. 53,200 on account of special services, thus giving a net decrease of Rx. 291,100 on account of military operations and special services. The decrease on account of military operations is mainly due to the large expenditure on account of field operations on the North-West Frontier, which was anticipated when the budget was framed, not having been incurred, owing to the cessation of those operations earlier than was expected, and also to various changes in the strength and organisation of the forces which were mobilised. On the other hand, the increase on account of special services is chiefly caused by the augmented garrisons in the Malakand and Tochi Valley not having been reduced on as early a date as was anticipated.
- (b) Another cause of decrease, amounting to Rx. 65,000, was the fall in the prices of food supplies for men and animals.
- (c) There was also a decrease of Rx. 41,200 on account of exchange compensation allowance, owing to exchange having been favourable during the year.
- (d) Again, savings accrued owing to the authorised strength of British infantry being short by one battalion for a part of the year (Rx. 36,700); to the employment of the 1st Bengal Infantry at Mauritius, and to the retention for service in East Africa of the 27th Bombay Infantry and the head-quarters wing of the 4th



Bombay Rifles for longer periods than were anticipated. The Military Estimates were relieved of expenditure on account of the two latter items to the extent of Rx. 18,000 and Rx. 15,400, respectively, the charges having been borne by Her Majesty's Imperial Government. The Military Estimates were further relieved of expenditure to the extent of Rx. 24,100 on account of the pay and allowances of officers whose services were placed at the disposal of the Civil Department for plague duty.

(e) A lapse of Rx. 20,000 has also occurred in the budget for 1899-99, as the orders of the Secretary of State on the question of increasing the establishment of Commissariat-Transport officers could not be given effect to in that year.

(f) In addition to the foregoing, the following are the chief causes which contributed towards reducing expenditure :—

(i) Under Grant 1 (*Army and Garrison Staff*) there are savings amounting to Rx. 14,500 owing chiefly to absence of officers on furlough.

(ii) Under Grant 3 (*Regimental Pay, Allowances and Charges*) there are savings to the extent of Rx. 29,000, owing to fluctuations in the strength of the troops.

(iii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) the savings aggregate Rx. 28,500, and are due to smaller purchases of malt-liquor owing to decreased consumption (Rx. 14,000); and to less expenditure on other accounts.

(iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) the savings aggregate Rx. 20,000 owing chiefly to fluctuations in establishments and smaller purchases of camp equipage and other stores.

5. The total decrease in expenditure was, however, to some extent counterbalanced by certain increases, the more important of which are the following :—

(a) Special bounties and advances of deferred pay were paid to a limited number of men of certain British regiments serving in India, to induce them to extend their service with the colours. This causes an increase to the extent of Rx. 31,900.

(b) Judging from the experience of the first nine months there will be larger expenditure to the extent of Rx. 15,000 on account of the ordinary conveyance of troops and stores.

(c) Owing to the existence of plague in India, it has been found necessary to give additional grants-in-aid, to certain cantonments in the Bombay Command, to meet expenditure on plague operations.

(d) Under Grant 9 (*Medical Establishments, Supplies and Services*) there is larger expenditure to the extent of Rx. 10,000 chiefly in the purchase of medical supplies.



*Estimates, 1899-1900.**Comparison—*

Budget for 1898-99,

and

Estimate for 1899-1900.

6. The estimates for 1899-1900, in the net, amount to Rx. 16,095,700, or Rx. 1,155,100 less than the budget for 1898-99. This is due to a decrease in receipts of Rx. 16,400 and in expenditure of Rx. 1,171,500.

7. In comparing the estimates of next year with the budget for the current year, it will be found that the decrease in receipts is mainly due to less issues on payment of commissariat supplies being anticipated than in the current year owing to the cessation of field operations.

8. The decrease in expenditure is accounted for as follows:—

- (a) A saving of Rx. 1,176,500 occurs in the provision for military operations and special services.
- (b) In consequence of the higher rates of exchange adopted for the estimates of 1899-1900, a saving of Rx. 120,000 is anticipated in the pay of British troops and of Rx. 20,800 in exchange compensation allowance.
- (c) A saving, amounting to Rx. 60,000, is due to an anticipated fall in the prices of food supplies for men and animals as compared with the prices adopted for the current year's budget.
- (d) Again, savings to the extent of Rx. 21,200 will accrue owing to the cost of the 1st Bengal Infantry while stationed at Mauritius being borne by Her Majesty's Government.
- (e) Another cause of saving, resulting directly from the cessation of field operations, is that the provision for expenditure on account of non-effective services is reduced by Rx. 22,500 as regards extra pensionary allowances, and by Rx. 14,800 for war medals.
- (f) In addition to the foregoing, the following reductions in expenditure are anticipated:—
  - (i) Under Grant 3 (*Regimental Pay, Allowances and Charges*) savings to the extent of Rx. 45,000 are anticipated owing to probable fluctuations in strength and other causes.
  - (ii) Under Grant 4 (*Commissariat Establishments, Supplies and Services*) savings, amounting to Rx. 32,800, are expected, owing to (1) smaller purchases of malt-liquor Rx. 12,800; (2) to the special grant (Rx. 10,000) made in the preceding year for purchase of transport animals to complete the authorised complement of mobilisation animals not having been repeated; and (3) to smaller provision (Rx. 10,000) as against Rx. 20,000 in 1898-99 having been made for additional officers for the Commissariat-Transport Department.
  - (iii) Under Grant 6 (*Clothing Establishments, Supplies and Services*) reduced expenditure of about Rx. 17,400 is anticipated, owing to smaller purchases of certain articles being necessary.
  - (iv) Under Grant 10 (*Ordnance Establishments, Stores and Camp Equipage*) there will be savings, aggregating Rx. 10,300, due chiefly to anticipated variations in establishments, and also to a smaller provision having to be made for the conversion of the equipment of the batteries of the field army to that suitable for the 15-pounder projectiles.



9. The foregoing decreases in expenditure will, however, be partly counter-balanced by certain increases, of which the following are the more important :—

- (i) Increased provision to the extent of Rs. 114,000 has been made for messing allowance to the British Army. In this connection it may be mentioned that, as explained in my memorandum of last year, the details connected with the measures to be adopted in India, in furtherance of the improvements made in the position of the non-commissioned officers and men of the British Army in all parts of Her Majesty's dominions, were not settled when the budget for 1898-99 was closed ; provision, therefore, was made therein for only Rs. 200,000. During the currency of that year the matter was, however, finally settled, and with the sanction of the Secretary of State certain measures were adopted in India with effect from the 1st June 1898. These measures involve the abolition of deferred pay, and the grant of a gratuity on discharge or transfer to the Army Reserve ; also the grant of messing allowance of  $2\frac{1}{2}$  annas per diem in addition to usual pay and extra-duty pay, and the free issue of groceries, for which the soldier had up to that time been required to pay 9 pice per diem. I may mention that the soldiers who were in the service at the time these changes were introduced had the option of accepting them, or continuing under the arrangements they were intended to supersede. These considerations and the fact that expenditure for the whole, instead of a part, of a year has to be provided for, account for the increase in the provision for this allowance in the estimate of next year.
- (ii) Provision to the extent of Rs. 39,500 has been made for providing the mobilisation equipment of the additional corps (line of communications) included among the extra units of the field army ; and of Rs. 37,600 for maintaining a reserve of compressed fodder to facilitate mobilisation requirements. A sum of Rs. 18,400 has also been provided for the supply of 'camel saddles for the 3rd and 4th Divisions and extra units of the field army.
- (iii) A sum of Rs. 20,700 has been provided for the re-establishment of Cantonment Hospitals.
- (iv) There will also be increased expenditure to the extent of Rs. 17,200 due to the raising of an additional Native mountain battery.
- (v) Increased provision, amounting to Rs. 16,800, has also been made on account of the ordinary movements of troops and stores, as it is anticipated that the reliefs next year will be heavier than they were this year.
- (vi) Larger provision to the extent of Rs. 14,000 has been made for camps of exercise.
- (vii) Another cause of increased expenditure, amounting to Rs. 13,800, is the return of the head-quarters wing of the 4th Bombay Rifles and the anticipated return from Mombassa early next year of the 27th Bombay Infantry, the cost of which during its absence from India has been borne by Her Majesty's Imperial Government.
- (viii) There will also be larger expenditure to the extent of Rs. 10,000 on account of medical supplies and services.



(c) The expenditure side of the budget estimate for next year is also increased by reason of a smaller deduction in India to adjust excess provision in the Home Estimate.—R<sub>x</sub>. 48,300.

10. A statement is appended showing the net amounts under each of the 20 Grants for effective and non-effective services, and for military operations:—

		STRENGTH.			
		1898-1900.	1898-99.		
British Army	...	72,495	72,516		
Native Army	...	143,021	143,523		
Total	...	215,516	216,049		

Grants.		NET ESTIMATES.		DIFFERENCE ON NET ESTIMATES.		Remarks.
		1899-1900.	1898-99.	Increase.	Decrease.	
<b>Effective Services.</b>						
		Rx.	Rx.	Rx.	Rx.	
1	Army and Garrison Staff	541,390	541,210	80	...	
2	Administrative Staff	205,543	208,892	...	3,850	
3	Regimental Pay, Allowances and Charges	8,098,142	8,382,856	...	294,714	
4	Communicariat Establishments, Supplies and Services	3,982,430	3,166,013	216,417	...	
5	Remount and Veterinary Establishments, Supplies and Services	344,411	338,909	7,602	...	
6	Clothing Establishments, Supplies and Services	207,894	204,776	3,118	...	
7	Barrack Establishments, Supplies and Services	243,870	229,959	13,911	...	
8	Administration of Martial Law	42,005	43,189	...	284	
9	Medical Establishments, Supplies and Services	743,078	712,231	30,847	...	
10	Ordnance Establishments, Stores and Camp Equipment	709,373	656,859	52,514	...	
11	Ecclesiastical	83,032	27,873	55,159	...	
12	Education	46,920	47,291	...	371	
13	Sea Transport Charges	57,222	56,267	955	...	
14	Miscellaneous Services	368,547	212,064	156,483	...	
15	Volunteer Corps	202,564	196,707	5,857	...	
Total, Effective Services Rx.		16,227,464	15,082,707	498,470	289,713	
<b>Non-Effective Services.</b>						
16	Rewards for Military Services	16,228	32,445	...	16,217	
17	Military Pensions to Europeans	98,364	106,197	...	7,833	
18	Military Pensions to Natives	709,304	727,373	...	18,069	
19	Widows' Pensions and Compassionate Allowances	—58,788*	—64,952*	—3,837	...	
20	Departmental Pensions	64,225	62,130	2,095	...	
Total, Non-Effective Services Rx.		629,333	679,193	—1,742	42,119	
Military Operations Rx.		38,904	1,344,900†	...	1,305,996	
Grand Total Rx.		16,005,700	17,230,800	491,728	1,646,828	
		Net decrease Rx. ...		1,155,100		

\* The bulk of subscriptions of officers to Indian Military Service Family Pensions is received in India, while most of the expenditure is incurred at home. The receipts in India, therefore, exceed the expenditure in India, and hence, as the figures in the above statement are net, there must be a minus entry.

† In my memorandum on military expenditure last year the heading "Military Operations" did not appear, although it did appear in the Financial Statement, the charges being included in my memorandum under Grant 14. The figure adopted above differs from that in the Financial Statement for last year, by reason of a change in classification involving a redistribution between ordinary charges and warlike operations.



### II.—Home (India) Military Estimates.

#### *Revised Estimates, 1898-99.*

11. The second of the estimates with which the Military Department is concerned is the Home estimate for army effective and non-effective charges. The Home Budget Estimates for 1898-99 provided for a gross expenditure of £4,469,800, while in the Revised Estimates provision has been made to the extent of £4,324,100.

12. The saving of £145,200 in the Revised, as compared with the Budget Estimate for 1898-99, is chiefly due to decrease in the payments for ordnance stores, owing, to a great extent, to the reduction of demands made by India. It is also due to reduced payments on account of the furlough allowances of officers of the Indian Service, and of the pay and pensions of non-effective and retired officers of the Indian Service. These decreases are, however, partly counter-balanced by larger payments having been made to the War Office in settlement of their claims for 1897-98 on account of the effective and non-effective service of the British forces serving in India, than were anticipated when the Budget Estimate was framed.

13. There is also an increase of £10,400 on account of receipts in the Revised, as compared with the Budget Estimates for 1898-99, due chiefly to larger receipts being anticipated on account of the Indian Troop Service, and in the value of articles in possession of regiments on their transfer from the Indian to the British establishment.

14. The net figures of the revised, therefore, show a saving of £155,600 on those of the Budget Estimate for 1898-99 due, as explained above, to a decrease in expenditure of £145,200 and an increase in receipts of £10,400.

#### *Estimates, 1899-1900.*

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

15. The receipts and expenditure for 1899-1900 are as follows:—

					Receipts.	Expenditure.	Net expenditure.
					£	£	£
Effective	...	...	...	...	51,900	1,996,300	1,944,400
Non-effective	...	...	...	...	15,500	2,496,800	2,481,300
Total				...	67,400	4,493,100	4,425,700



16. Compared with the budget for 1898-99, larger receipts to the extent of £18,100 are anticipated in 1899-1900, owing to the same causes as those which have led to the figures on account of receipts being increased in the Revised Estimate for 1898-99. The total gross expenditure for 1899-1900 is, however, higher by £23,800 than the amount provided in the budget for the preceding year, owing chiefly to larger amounts being provided for payment to the War Office on account of the effective and non-effective services of the British forces serving in India, as the amounts adopted in this account in the budget of the preceding year were too low. These increases in expenditure are partly counter-balanced by provision for one transport for troop service less than in the preceding year having been made, and by reduced expenditure being anticipated on account of pay and pensions of non-effective and retired officers of the Indian Service.

17. The gross charges on account of effective services include payments to the War Office in respect of the British forces serving in India, amounting, as estimated in the coming year, to £730,000, as against £721,000 in the estimates for 1898-99. These charges are based on the capitation rate of £7-10 for each man borne on the establishments of the British forces in India, with the addition of the charge for deferred pay issued to British soldiers on discharge or transfer to the reserve. In connection with the deferred pay, it may be mentioned that during the current financial year it was decided to abolish this concession and to substitute for it a gratuity, the effect of which will be to ultimately reduce military expenditure at Home. The other items included in the gross effective charges are furlough allowances and pay during the voyage of British forces serving in India (£103,000); furlough allowances of officers of the Indian Service (£230,000); Indian Troop Service (£260,600); passage of officers and troops otherwise than in transport (£19,000); miscellaneous (£19,000); and stores for India (£629,700).

The gross charges on account of non-effective services are made up of the retired pay, etc., of the British forces for service in India (£551,000); pay of the non-effective Colonels of Royal Artillery (£21,800); while the pay and pensions of non-effective and retired officers of the Indian Service amount to £1,800,000, the miscellaneous pensions to £86,000, and the Indian Military Service Family Pensions to £32,000.

18. The net expenditure for 1899-1900 is more by £5,700 than that for the preceding year; and, as explained above, this is due to an increase of £18,100 in receipts and an increase of £23,800 in gross expenditure.

19. Subsequent to the estimate of 1899-1900 being closed, it was decided to defer the supply from England of certain stores to the value of £11,033 for which provision was included in those estimates. This over-provision in the Home Estimates has been adjusted by a corresponding deduction in the Indian Estimates, with the result that, as compared with the net expenditure of 1898-99, there will be a saving in 1899-1900 of £5,393 in the Home Expenditure.



20. The figures of actual expenditure in 1897-98, of the *Budget* and *Revised Estimates* for 1898-99, and of the *Estimate* for 1899-1900, are given below in detail for convenience of comparison :—

	Accounts, 1897-98.	Budget Estimate 1898-99.	Revised Estimate, 1898-99.	Estimate, 1899-1900.
EFFECTIVE.	£	£	£	£
Payments to War Office in respect of British Forces serving in India	729,719	721,000	744,400	730,000
Furlough Allowances and Pay during voyage of British Forces serving in India	98,390	108,000	112,000	108,000
Furlough Allowances of officers of the Indian Service	165,800	230,000	202,000	230,000
Indian Troop Service	228,944	267,600	284,600	260,600
Passage of officers and troops otherwise than in transports	17,737	19,000	12,000	19,000
Miscellaneous	31,651	20,000	19,500	19,000
Stores for India	527,741	627,900	522,900	629,700
Total	1,829,382	1,993,500	1,897,400	1,996,300
NON-EFFECTIVE.				
Payments to War Office for Retired Pay, etc., of British Forces for service in India	506,847	517,000	527,500	554,600
Pay of non-effective Colonels of Royal Artillery	24,518	24,800	24,200	24,800
Pay and pensions of non-effective and retired officers of the Indian Service	1,771,591	1,820,000	1,760,000	1,800,000
Miscellaneous pensions, etc.	84,443	84,000	81,500	86,000
Indian Military Service Family Pensions	27,446	30,000	30,500	32,000
Total	2,414,845	2,475,800	2,426,700	2,496,800
Total, Effective and Non-Effective	4,244,227	4,469,300	4,324,100	4,493,100

21. The following table shows, in detail, the expenditure for stores (including freight) from 1893-94 to 1899-1900 :—

	ACCOUNTS.					Revised Estimate, 1898-99.	Estimate, 1899-1900.
	1893-94.	1894-95.	1895-96.	1896-97.	1897-98.		
	£	£	£	£	£	£	£
Clothing	200,699	210,107	210,613	158,825	177,184	169,500	193,400
Ordnance and Miscellaneous	547,202	323,141	235,850	290,835	269,377	280,700	352,200
Medical	76,424	22,075	10,942	20,446	22,512	21,600	30,200
Commissariat	30,864	22,720	21,838	40,832	32,197	24,800	45,600
Chitral Relief Force	...	...	6,914	6,573	752	...	...
Majaland Field Force	...	...	...	...	23,403	16,500	...
Tochi Field Force	...	...	...	...	1,716	1,000	...
North-West Frontier Field Operations	...	...	...	...	...	...	5,800
Total	805,259	578,043	495,157	523,811	527,141	522,900	629,700



**III:—Military Works Estimates.**

Excluding English expenditure and exchange, the budget estimate for 1898-99 amounted to Rx. 1,135,800; the revised estimate of expenditure amounted to Rx. 1,118,700. There has, therefore, been less expenditure in India of Rx. 22,100.

The budget estimate for 1899-1900, excluding English expenditure and exchange, amounts to Rx. 1,299,600, or Rx. 185,900 more than that of 1898-99. The difference is due to an extragrant of Rx. 14,500 for the Barrack Department duties in the Madras Command, now taken over by the Military Works Department, and to a provision of Rx. 150,000 for defence works on the North-West Frontier.

The heads of the Military Works estimate are in round figures:—

	Rx.
For original works, including works in progress and those to be commenced	400,800
„ repairs	849,000
„ establishment	298,000
„ Barrack Department establishment, supplies, and tools and plant	86,000

The new works, 168 in number, including 63 in progress and 105 not commenced, comprise fourtech water-supply works on which Rx. 47,300 is to be spent, and Rx. 22,100 for coast and inland fortifications, the balance being made up of drainage works, hospitals, barracks, and Ordnance, Commissariat, Marine, and Remount requirements. Many of these new works are of a minor character, or are renewals. The demands are very large, and no fewer than 354 works cannot be provided for. If they had been provided for it would have meant an addition of Rx. 940,000 to the budget.

The laborious task of re-constructing the organization for the performance of the military works services has been completed, and I hope that the new arrangements will come into force at an early date.

**IV.—Marine Estimates.***Revised Estimates, 1898-99.*

The net figures of the Budget Estimate of the Royal Indian Marine for 1898-99 were Rx. 142,500, the Re-

Comparison—  
Revised for 1898-99,  
and  
Budget for 1898-99.

vised Estimate stands at Rx. 123,200, showing a decrease of Rx. 19,300.

This decrease in the net expenditure is caused by excess receipts amounting to Rx. 17,500, and a reduction in expenditure to the extent of Rx. 1,800.

The excess under receipts is chiefly due to large recoveries from the Home Government in connection with the employment of Royal Indian Marine vessels on Imperial Service.

The increases in expenditure (aggregating Rx. 8,400) are chiefly due to smaller recoveries for stores issued to, and works executed for, other departments



The decreases in expenditure (aggregating Rx. 10,200) are principally due to savings in matters of establishments and up-keep; reduced expenditure on repairs to Her Majesty's ships in Indian seas and Royal Indian Marine vessels at outstations; smaller payments of exchange compensation allowance; temporary vacancies and other items.

Taking the increase against the decrease, there is a net decrease of Rx. 1,900, and adding these figures to the increased receipts, Rx. 17,500, the result is a decrease of Rx. 19,300 in the Revised as compared with the Budget Estimate.

#### *Estimates, 1899-1900.*

The net figures of the Marine Estimate for 1899-1900 are Rx. 136,950 against Rx. 142,500, the figures of the budget for 1898-99 showing a decrease of Rx. 5,550. This decrease is caused by an increase in receipts, amounting to Rx. 7,900, due to anticipated recoveries in connection with the employment of the *Olive* on Imperial Service, counterbalanced by increased expenditure to the extent of Rx. 2,350.

Comparison—  
Budget for 1898-99,  
and  
Estimate for 1899-1900.

#### **General Remarks.**

Having reviewed the estimates with which the Military and Marine Department of the Government of India is concerned, I would now offer the following remarks in connection with the work of the Army Departments under the administrative control of the Military Department.

The past year has happily been one during which the army of India has enjoyed a much-needed rest, but the experiences of the year 1897-98 have shown certain weak points in the military system, and every department has been engaged in considering what remedies shall be applied, while the whole question of the military position on the North-West Frontier has been examined.

The deficiencies in the transport service have also been engaging attention, and a strong Committee under the presidency of Lieutenant-General G. E. L. Sanford, was formed to consider the organisation of that important service. The Committee has submitted a valuable and elaborate report and their recommendations are now under our immediate consideration. The question of improving the ambulance transport has been taken up, and the proposals of a Committee have been submitted. Another weakness that made itself conspicuous during the late campaigns was the deficiency in mountain artillery. We have received the Secretary of State's permission to raise an additional battery.

A decision has been arrived at regarding the gauge of frontier railways; the Nowshera-Dargai line will be pushed on the 2-foot 6-inch gauge; and we have formulated proposals for providing a stock of the plant required for field service tramways and railways.

Another subject to which we have given our attention is that of house accommodation in cantonments. As is well known, difficulties have frequently occurred in obtaining house accommodation in cantonments for officers of the army, and the existing rules on the subject having been found inadequate, it has been considered expedient to make better provision for that purpose by means of legislation. A bill was introduced on the 4th November 1898. The memorials



from house-owners and the opinions of local Governments and Administrations are being carefully considered.

I have already alluded to the proposed re-organisation of the transport. Last year I mentioned that the insufficiency of the existing complement of commissariat-transport officers had been brought specially to notice in the late campaigns. After very full consideration a large increase to the establishment was recommended. The Secretary of State for India has sanctioned an immediate increase of twelve officers and has called for further information to enable him to decide what further addition is necessary.

With a view to supply the hospitals and British troops with pure milk, steps are being taken to improve the management of dairies generally, and to work dairy and grass farms in conjunction. The supply of grass to the mounted branches has been, in recent years, a matter for anxious consideration, but I hope that we are now in a fair way to attain something like success. An experimental training class for British non-commissioned officers and men in scientific grass farming has been opened at Allahabad, and other measures are being taken to generally improve the supervision of grass farms, and to make them paying concerns. The rules for the provision of grass lands for the horses of Native cavalry in the Bengal and Punjab Commands have been extended to the Native cavalry in the Bombay Command.

Considerable progress has been made in various matters connected with the manufacture and supply of munitions of war. Proposals have been made for the establishment of a factory for the manufacture of cordite on a large scale. This will enable us to be independent of England for our cordite supply and will effect a considerable economy. A site has been decided upon at Jubbulpore for the establishment of a Central Gun-Carriage Factory for all India. The three existing factories at Madras, Bombay, and Fatehgarh cannot be kept up to date economically, and the establishment of a central factory will effect a saving in the cost of establishments. The Harness and Saddlery Workshops in the Bombay Arsenal have been closed, and the work transferred to Madras. In dealing with the working of the Ordnance Department during 1897-98 in my last year's memorandum, I referred to the fact that in order to provide a central authority for the expeditious and economical supply of stores to the arsenals and depots in India, the whole of the ordnance factories in this country had been placed under the direct control of the Director-General of Ordnance in India. I would now add that as a necessary sequel to this arrangement a central office for dealing with the audit and accounts of these factories has been ordered to be formed with effect from the 1st April 1899. Pole draught is being substituted for shaft draught in batteries of horse and field artillery in India. Horse artillery batteries are also being equipped to take cordite cartridges with 12-pr. projectiles, while the field batteries are being altered to carry 15-pr. projectiles with cordite cartridges. It has been decided to carry out the re-armament of British cavalry in India with the Lee-Enfield Magazine carbine, and the artillery with the Martini-Enfield carbine as funds become available.

The equipment of additional corps of the field army for duty on the lines of communication under the plan of mobilisation will be proceeded with in 1899-1900.



The provision of remounts for the army is always a matter of the greatest importance. Various improvements and economies have been effected, and on the whole it may be claimed that satisfactory Australian and country-bred remounts are issued to the army. With a view to developing mule-breeding in India, the purchase of additional donkey stallions from Cyprus was sanctioned, and we have engaged to take a certain number of stallions annually. The increasing difficulty of obtaining donkey stallions from the continent renders it imperative that other sources of supply should be opened up.

There is no more important question than that of the sanitary condition of the army. A great deal remains to be done, but year by year we are making improvements, endeavouring to find out defects and how to remedy them. More troops are stationed in the hills during the hot weather, barracks rebuilt or renewed, and a supply of good water provided at an increasing number of stations. Investigations have been specially made into the sources of the water-supply at various places, and the most stringent precautions have been taken locally to protect the men, as far as possible, from impure water. In the Native Army a considerable progress has been made in re-building the lines; but there are still many lines which ought to be renewed. Valuable sanitary work has been done by the officers appointed for the purpose, and special investigations have been made at those stations which have been particularly afflicted by enteric disease; and water-supply and drainage schemes have been pushed on. It is hoped that the establishment of cantonment hospitals will do much to mitigate the severity of a certain class of diseases. Owing to the conservancy arrangements in cantonments in the Bombay Command being of an unsatisfactory nature, measures are being taken for gradually introducing into that Command the system which has proved successful in the Bengal and Punjab Commands. Funds have been specially provided for the improvement of the sanitary condition of the important military station of Quetta.

#### Marine Department.

During the past year the work in the dockyards at Bombay and Kidderpore (Calcutta) has been normal, notwithstanding the difficulties which the occurrence of plague in the former place gave rise to. The vessels of the Royal Indian Marine have been employed in the usual trooping service, which has extended to Mauritius and Durban. Experiments have been made, with some success, in sending convalescents for a sea trip during the trooping voyages. Two vessels of the Indian Marine have been many years in the service, and, although at present efficient, arrangements will have to be made to replace them before many years elapse.

EDWIN H. H. COLLEN,

Major-General.

The 20th March 1899.



Memorandum by the Honourable Sir Arthur Trevor, K.C.S.I.,  
on the conclusions of the Conference of 1898 on Railway  
extensions in India.

The Railway Conference of 1898 met at Viceregal Lodge, Simla, on the 15th and 16th August 1898, and was constituted as noted in the margin. A representative of the Revenue and Agricultural Department was not included on the Committee this year, as with the exception of a group of light lines in the Madras Presidency, which are not urgent and the projects for which are incomplete, there were no famine lines brought forward that had not already been discussed in former years.

PRESIDENT:  
His Excellency the Viceroy. (The Earl of Elgin).

MEMBERS:  
The Honourable Sir James Westland, K.C.S.I.  
The Honourable Major-General Sir E. H. H. Collett, K.C.I.E.  
The Honourable Sir Arthur Trevor, K.C.S.I.  
Mr. F. R. Upcott, Secy. to the Govt. of India, P. W. Dept.  
Mr. A. R. Becher, Accountant General, P. W. Dept.

SECRETARY:  
Captain W. J. McElhinny, R.E., Offg. Under-Secy. to the Govt. of India, P. W. Dept. (Railway Branch).

2. Twenty-three new projects were considered, of which five were set aside, one was recommended for construction by a Native State, and the remaining seventeen were held over as not yet ripe for a decision.

The line recommended for construction is the Tonk Branch, 30 miles in length and estimated to cost Rs. 40,000. It will connect Tonk with the Jeypore-Chambal Railway.

3. Of lines held over or set aside at the Conference of 1897, and neither hitherto included in the programme nor brought under negotiation outside the programme, two have now been recommended for construction by, or on the responsibility, direct or indirect, of Government, one by a Branch Line Company, and two for construction without assistance by Native States and private enterprise.

The lines in question are shown below:—

No.	Name.	Approximate length.	Approximate cost.	Locality and agency.
	(a) By or on the responsibility direct or indirect, of Government.	Miles.	Rs.	
1	Nowshera-Mardan	40	117,600	Punjab. As part of the North Western railway.
2	Midnapur-Jherria	122	1,227,200	Southern Bengal. As part of the Bengal Nagpur railway.
	(b) Open to Branch Line Companies.			
1	Chandipur-Tak	3	172,000	Bengal. Branch of Bengal Central railway.
	(c) Reserved for Native States.			
1	Shoranur-Cochin	64	917,700	Madras. Branch of Madras railway.
	(d) By private enterprise.			
1	Ammāyanayakanur-Kuruvanath	75	500,000	Madras. Branch of South Indian railway.



4. Of the two lines recommended for construction by, or on the responsibility of, Government, No. 1, the Nowshera-Mardan, has been estimated for, and provision has also been made in the ensuing programme of railway construction for its commencement.

No. 2, the Midnapore-Jherria, has been accepted for early commencement of construction for the reason that it will open out all the coal-fields at present demanding railway facilities, and at the same time provide a valuable connection for the traffic between Upper India and the east and south coasts of India. The line, which will also have a famine protective value, has been provided for within the programme.

The Chandipur-Taki Railway has been accepted for construction without any Government guarantee, and arrangements are being made by the Promoters for carrying out the survey and preparation of the detailed project by the agency of the Bengal Central Railway Company. The Shoranur-Cochin railway has also been accepted for construction by the Native State of Cochin without any Government guarantee, while the formation of an independent Company to construct the Ammāyanayakanur-Kuruvanath as a tramway without a guarantee under the provisions of the Indian Tramways Act, XI of 1886, has been agreed to, subject to certain conditions.

5. As has been explained on former occasions, the extent to which it is possible to give effect to the recommendations of the Conference in regard to Capital Expenditure on railways other than such as are made by Branch Line Companies under the terms of Government of India Resolution No. 514 R. C., dated 17th April 1896, or by Native States or private Promoters without financial assistance, has been governed up to the end of the year now closing by the limitations of a programme covering the three years, 1896-97 to 1898-99. This programme provided for a total expenditure of Rx. 29,660,000, against which we expect to spend the following amounts:—

	Rx.
In 1896-97 (Actuals) . . . . .	8,658,800
" 1897-98 ( " ) . . . . .	8,145,500
" 1898-99 (Revised Estimate) . . . . .	8,387,500
<b>TOTAL</b> . . . . .	<b>25,191,800</b>

The Budget Estimate for 1898-99 was prepared for Rx. 10,788,900, but owing to the late arrival of English stores consequent on the engineering strikes in England and other causes, the impossibility of working to the original programme was recognized some time ago, and the Revised Estimate has been reduced accordingly to the sum of Rx. 8,387,500, above shown.

For the three years, 1899-1900 to 1901-1902, on which we are about to enter, it has been thought advisable that we should work on a somewhat less ambitious programme, providing about 6 crores a year for new lines and extensions as against nearly 8½ crores under the previous programme. The chief object of this reduction is to give time for the earnings to overtake the expenditure. The forecast which has been prepared and approved by the Secretary of State works out accordingly to Rx. 20,322,100, distributed as under:—

	Rx.
1899-1900 . . . . .	6,772,700
1900-1901 . . . . .	6,728,400
1901-1902 . . . . .	6,821,000
<b>TOTAL</b> . . . . .	<b>20,322,100</b>

The additional amount, approximately Rx. 750,000 in each year, which it will be observed has been provided, is due to the inclusion in programme limits from this year of the open line Capital expenditure of the three guaranteed companies and the anticipated expenditure by branch line companies financed on the basis of a firm guarantee instead of a rebate, which items have hitherto been dealt with outside the programme.



The sum set down for expenditure during 1899-1900 is Rx. 6,772,700. In consequence, however, of the heavy lapse, amounting to Rx. 2,401,400, on the grant for 1898-99, to which reference has already been made and which was in a great measure due to short outlay in England consequent on the failure of contractors to complete orders placed with them for stores, it has been agreed, with the concurrence of the Secretary of State, to add a sum of Rx. 1,060,000, representing a portion of this lapse to the grant for 1899-1900, and a further sum of Rx. 1,090,000 subsequently reduced to Rx. 990,000 has been provisionally added under certain conditions with the concurrence of Finance Department, subject to Secretary of State's approval. With this addition the total amount available for expenditure on construction of Railways during 1899-1900 will stand at Rx. 8,822,700.

This sum has been distributed for expenditure on Railways as under:—

	Rx.
34.—Construction of Protective Railways . . . .	400,000
48.—State Railways—Construction . . . .	3,465,000
Capital of Indian Railway Companies . . . .	2,841,900
Branch Line Companies . . . .	168,000
Guaranteed Railways and Extensions . . . .	1,107,800
East Indian Railway Company's debentures . . . .	750,000
<b>Total amount available . . . .</b>	<b>8,822,700</b>

6. Statement A appended to this memorandum gives the programme as modified up to date, and shows also the progress made with such of the lines accepted by Government on the recommendation of the Conference for early construction as have been brought within the programme. The distribution of the amount it shows as available for expenditure during 1899-1900 and subsequent years will, of course, be liable to modification according to circumstances.

7. Statements B and C show how matters stand in regard to lines recommended for early construction at the cost of Branch Line Companies, Native States, etc., outside the programme, and either actually taken in hand or under consideration and negotiation with a view to construction; and statement D summarises the actual and anticipated progress of railway construction generally for the two years, 1898-99 and 1899-1900.

A. C. TREVOR.







## Appendix A.

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Statement showing the expenditure actually incurred and the estimated further expenditure to be incurred on railways to end of 1901-1902.

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## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1893.	Revised Estimate, 1893-99.	
1	2	3	4	5	6	
		Miles.	Rs.	Rs.	Rs.	
I.—FROM IMPERIAL FUNDS.						
(i)—BY STATE AGENCY.						
Open Lines.						
Expenditure on open lines worked by the State		...	...	...	1,400,300	
Lines under Construction.						
1	Nowahera-Dargai . . . . .	40	117,600	...	...	
2	i.—Ranghat-Godagari . . . . .	93	930,000	...	...	
3	ii.—Ganges Bridge at Godagari . . . . .	...	1,000,000	...	...	
4	iii.—Godagari-Maldah . . . . .	60	600,000	...	...	
5	iv.—Maldah-Rangpur . . . . .	40	394,000	...	...	
6	v.—Rangpur-Dhubri . . . . .	61	468,800	...	...	
7	East Coast, Godavari Bridge . . . . .	...	597,000	153,890	166,400	
8	Rae Bareilly-Benares Extension . . . . .	139	843,400	761,500	54,400	
9	Mari-Attock . . . . .	87	1,611,500	1,377,400	142,300	
10	Kotri-Rohri, Indus Bridge . . . . .	...	310,100	169,500	108,400	
11	Bhazinda-Ferozepore conversion to 5' 6" gauge . . . . .	55	498,200	448,200	64,700	
12	Rungpore-Dhubri, Teesta Bridge . . . . .	...	151,900	10,800	46,100	
13	Cooch Behar-Saigra, British section . . . . .	30	45,600	8,000	30,300	
14	Rajbari-Faridpore Branch, Eastern Bengal Railway . . . . .	14	136,000	56,900	26,100	
15	Shadipalli-Balotra {	(i) British section . . . . .	75	315,600	2,700	100,300
16		(ii) Conversion of H. U. section . . . . .	55	63,300		
17	Agra-Delhi Chord . . . . .	121	907,600	6,200	...	
18	Ghaziabad-Moradabad Chord . . . . .	87	823,000	...	238,000	
Reserve . . . . .		...	...	...	...	
Total Lines under Construction		937	9,400,200	2,656,000	977,200	
Total I (i)—By State Agency		937	9,400,200	2,656,000	2,379,500	



## on Railways toward of 1901-1902.

Total probable expenditure to 31st March 1899 (Cols. 5+6).	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...		
...	120,000	50,000	...	170,000	1	
...	...	100,000	100,000	200,000	2	
...	...	100,000	100,000	200,000	3	
...	...	50,000	50,000	100,000	4	New projects.
...	...	50,000	50,000	100,000	5	
...	100,000	200,000	200,000	300,000	6	
320,200	200,000	100,000	...	620,200	7	
816,900	4,000	...	...	820,900	8	
1,519,900	25,000	...	...	1,544,900	9	
277,800	35,000	...	...	312,800	10	
172,900	...	...	...	172,900	11	
56,900	111,500	...	...	168,400	12	
38,300	12,500	...	...	50,800	13	
83,000	...	...	...	83,000	14	
103,000	100,000	...	...	203,000	15	
...		47,200	...	250,200	16	
6,200	...	200,000	200,000	406,200	17	
238,000	332,600	200,000	323,000	1,093,600	18	New project.
...	161,600	...	...	162,600		Reserve.
3,633,200	1,203,200	1,097,200	1,223,000	6,956,600		
3,633,200	1,829,000	1,747,200	1,673,000	6,956,600		



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Ru.	Ru.	Ru.
	<b>I.—FROM IMPERIAL FUNDS—<i>contd.</i></b>				
	Brought forward	937	9,400,800	2,656,000	5,379,500
	<b>(ii)—BY THE AGENCY OF MAIN LINE COMPANIES.</b>				
	<i>Open Lines.</i>				
	Expenditure on open lines worked by the Agency of Companies.	...	...	...	770,400
	<i>Lines under Construction.</i>				
19	Rajputana-Malwa, Godhra-Baroda chord	45	341,200	...	...
20	Tirhoot, Hajipore-Begum Sarai-Katihar Extension	158	1,323,100	604,400	250,000
21	Tirhoot, Sukri-Jainagar Branch	30	158,600	...	...
22	Assam-Bengal {	736	10,358,800	6,459,500	1,180,400
23					
	(i) Construction, chargeable to Part II				
	(ii) Land, chargeable to Part I	...	505,000	331,700	22,000
24	East Indian, Moghalsarai-Gya Extension	126	1,511,100	701,400	529,100
25	Ditto Dehree-Dahongaj	78	721,800	...	30,000
26	Ditto Shikhoabad-Farakhabad Branch	66	452,000	...	...
27	South Indian, Negapatam-Nagore Branch	5	23,900	...	...
28	Ditto Madura-Pamban	102	459,000	...	...
29	Tinnevelley-Quilon, British Section	45	250,000	...	...
	Total Lines under Construction	1,391	16,004,500	8,107,000	2,001,500
	Total I (ii)—By Main Line Companies	1,391	16,004,500	8,107,000	2,771,900
	GRAND TOTAL I—From Imperial Funds	2,328	25,404,700	10,763,000	5,151,400

\* Includes Ru. 3,656,000 from Company's funds.\*



## Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	Remarks.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
3,633,200	1,829,000	1,747,200	1,673,000	6,055,600		
...	1,308,500	1,260,000	1,310,000	...		
...	...	...	100,000	100,000	19	New project.
854,400	200,000	...	...	1,054,400	20	
...	...	...	...	...	21	New project.
7,649,900	780,000	500,000	500,000	9,803,600	22	
353,700	20,000				23	
1,230,500	200,000	212,800	*	1,643,500	24	
80,000	180,000	200,000	373,500	773,500	25	
...	...	200,000	152,000	352,000	26	
...	17,500	...	...	17,500	27	
...	100,000	100,000	280,000	480,000	28	New projects.
...	70,000	20,000	100,000	250,000	29	Native State Section, 58 miles in length and costing Rx. 756,200 put outside the Programme as involving no liability.
10,108,500	1,567,500	1,203,000	1,445,500	14,413,500	...	
10,108,500	2,876,000	2,552,000	2,755,500	14,413,500	...	
13,747,700	4,705,000	4,209,200	4,428,500	21,370,100	...	



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimate.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
		Miles.	Rx.	Rx.	Rx.
<b>II.—AGAINST THE CAPITAL ACCOUNTS OF THE 3 OLD GUARANTEED RAILWAY COMPANIES.</b>					
<i>Open Lines.</i>					
30	Great Indian Peninsula . . . . .	...	...	...	73,500
31	Madras . . . . .	...	...	...	20,100
32	Bombay, Baroda and Central India . . . . .	...	...	...	459,100
	<b>Total Open Lines . . . . .</b>	...	...	...	(a) 552,600
<i>Lines under Construction.</i>					
33	Amalner-Jalgaon Branch, G. I. P. R. . . . .	34	385,100	...	228,100
34	Chalisgaon-Dhulia Branch, G. I. P. R. . . . .	37	359,700	...	
35	Dhulia-Amalner Branch, Great Indian Peninsula . . . . .	20	200,000	...	
36	Calicut-Cannanore Branch, Madras Railway . . . . .	59	737,500	6,300	70,600
37	Coonoor-Ootacamund, Nilgiri . . . . .	12	192,000	...	...
	<b>Total Lines under Construction . . . . .</b>	162	1,874,300	6,300	298,800
	<b>GRAND TOTAL II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.</b>	162	1,874,300	6,300	851,600
<b>III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES.</b>					
<i>Open Lines.</i>					
38	Bengal Central . . . . .	...	...	...	78,100
39	Bengal-Nagpur . . . . .	...	...	...	108,300
40	Burma . . . . .	...	...	...	94,300
41	Indian Midland . . . . .	...	...	...	203,000
42	Lucknow-Bareilly . . . . .	...	...	...	15,300
43	Southern Mahratta (including Mysore) . . . . .	...	...	...	79,900
	<b>Total Open Lines . . . . .</b>	...	...	...	578,900
	<b>Carried over . . . . .</b>	...	...	...	578,900

(a) Not included in programme for 3 years 1896-97 to 1898-99.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Cols. 5+6.)	Budget Estimate, 1900-1901.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alterations.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	71,000	90,000	90,000	...	30	
...	68,000	60,000	60,000	...	31	
...	410,000	100,000	100,000	...	32	
...	544,000	250,000	250,000	...		
228,200	363,400	...	...	591,600	33	
...	...	...	...	...	34	
...	...	100,000	100,000	200,000	35	New project.
75,900	200,400	100,000	121,400	498,700	36	
...	...	100,000	...	100,000	37	New project.
305,100	561,800	300,000	221,400	1,390,300		
305,700	1,107,800	550,000	471,400	1,390,300		
...	40,000	40,000	40,000	...	38	
...	100,000	300,000	300,000	...	39	
...	12,100	120,000	120,000	...	40	
...	165,000	50,000	50,000	...	41	
...	6,900	30,000	30,000	...	42	
...	60,000	60,000	60,000	...	43	
...	334,000	600,000	600,000	...		
...	384,000	600,000	600,000	...		



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimation.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.			
1	2	3	4	5	6			
		Miles.	Rx.	Rx.	Rx.			
III.—AGAINST THE CAPITAL ACCOUNTS OF INDIAN RAILWAY COMPANIES OTHER THAN THE 3 OLD GUARANTEED RAILWAY COMPANIES— <i>contd.</i>								
	Brought forward	...	...	...	578,900			
<i>Lines under Construction.</i>								
44	Bengal-Nagpur	Sini-Midnapore-Cuttack-Calcutta	361	8,000,000	3,506,800	1,752,700		
45		Raipur-Dhamtari	56	114,100				
46		Midnapore-Jherria Extension	122	1,331,200			...	...
47		Khargpur-Midnapore	8	142,500			...	...
48		Gondia-Satpura	237	811,000			...	...
49	Burma	Mandalay-Kunlon	225	2,250,000	880,100	299,700		
50		Meiktila-Myingyan	58	361,400	...	185,700		
51		Sagaing-Monywa-Alon	73	399,500	...	180,300		
52		Thonze-Henzada-Bassein Extension	113	780,000	...	...		
Total Lines under Construction		1,254	14,079,700	4,386,900	2,359,400			
GRAND TOTAL III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.		1,254	14,079,700	4,386,900	2,359,300			
IV.—AGAINST THE CAPITAL ACCOUNTS OF BRANCH LINE COMPANIES WHICH ARE IN RECEIPT OF A FIRM GUARANTEE.								
<i>Lines under Construction.</i>								
53	Hardwar-Dehra	30	300,000	36,500	150,000(a)			
54	Brahmaputra-Sultanpore	60	342,700	68,700	68,000(a)			
GRAND TOTAL IV.—Against the Capital Accounts of Branch Line Companies.		90	642,700	125,200	218,000			

(a) Not included in programme for 3 years 1898-99 to 1898-99.



on Railways to end of 1901-1902—contd.

Total probable expenditure to 31st March 1899. (Col. 5+6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
-	384,000	600,000	600,000	...	...	
5,259,500	1,557,500	200,000	20,700	7,037,700	44	New projects.
...	...	600,000	650,000	1,250,000	45	
...	112,500	...	...	112,500	46	
...	...	...	100,000	100,000	47	
1,179,800	435,500	300,000	322,500	2,237,800	48	
185,700	112,400	70,000	85,000	454,000	49	New project.
120,300	240,000	50,000	42,000	452,300	50	
...	...	...	100,000	100,000	51	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,841,000	1,820,000	1,921,100	11,744,300	...	
186,500	88,000	37,500	...	312,000	52	
156,700	80,000	21,700	...	258,400	53	
343,200	168,000	59,200	...	570,400	...	



## Statement of Forecast of Capital Expenditure

No.	Railway.	Length.	Approximate cost according to latest information or estimates.	Expenditure to 31st March 1898.	Revised Estimate, 1898-99.
1	2	3	4	5	6
	<b>ABSTRACT.</b>	<b>Miles.</b>	<b>Rx.</b>	<b>Rx.</b>	<b>Rs.</b>
I.—From Imperial Funds.	(i) By State Agency.	(a) Open Lines	...	...	1,402,300
		(b) Construction	937	9,400,200	977,200
		Total	937	9,400,200	2,379,500
	(ii) By the Agency of Main Line Companies.	(a) Open Lines	...	...	770,400
		(b) Construction	1,391	16,004,300	2,001,500
		Total	1,391	16,004,300	2,771,900
		<b>TOTAL I</b>	<b>2,328</b>	<b>25,404,700</b>	<b>5,151,400</b>
II.—Against the Capital Accounts of the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	552,800
	(b) Construction	162	1,874,300	6,300	293,800
	<b>TOTAL II</b>	<b>162</b>	<b>1,874,300</b>	<b>6,300</b>	<b>851,600</b>
III.—Against the Capital Accounts of Indian Railway Companies other than the 3 old Guaranteed Railway Companies.	(a) Open Lines	...	...	...	578,900
	(b) Construction	1,254	14,079,700	4,386,900	2,358,400
	<b>TOTAL III</b>	<b>1,254</b>	<b>14,079,700</b>	<b>4,386,900</b>	<b>2,937,300</b>
IV.—Against the Capital Accounts of Branch Line Companies which are in receipt of a firm Government guarantee.	(a) Open Lines	...	...	...	...
	(b) Construction	90	642,700	125,200	(a) 218,000
	<b>TOTAL IV</b>	<b>90</b>	<b>642,700</b>	<b>125,200</b>	<b>218,000</b>
<b>TOTAL, I to IV</b>	(a) Open Lines	...	...	...	3,304,400
	(b) Construction	3,834	42,001,400	15,281,400	5,858,900
	<b>GRAND TOTAL</b>	<b>3,834</b>	<b>42,001,400</b>	<b>15,281,400</b>	<b>9,158,300</b>

(a) Not included in programme for 3 years, 1898-99 to 1899-00.



on Railways to end of 1901-1902—concl'd.

Total expenditure to 31st March 1899. (Cols. 5 & 6.)	Budget Estimate, 1899-1900.	FORECAST FOR		Total probable expenditure up to end of 1901-1902.	No.	REMARKS.
		1900-1901.	1901-1902.			
		Subject to alteration.				
7	8	9	10	11	12	13
Rx.	Rx.	Rx.	Rx.	Rx.		
...	625,800	650,000	650,000	...	...	
3,633,200	1,203,200	1,007,200	1,023,000	6,955,600	...	
3,633,200	1,829,000	1,747,200	1,673,000	6,955,600	...	
...	1,303,500	1,260,000	1,310,000	...	...	
10,108,500	1,567,500	1,292,000	1,445,500	14,413,500	...	
10,108,500	2,276,000	2,552,000	2,755,500	14,413,500	...	
13,741,700	4,705,000	4,295,000	4,423,500	21,370,100	...	
...	544,000	250,000	350,000	...	...	
305,100	563,800	300,000	221,400	1,390,300	...	
305,100	1,107,800	550,000	471,400	1,390,300	...	
...	384,000	600,000	600,000	...	...	
6,745,300	2,457,900	1,220,000	1,321,100	11,744,300	...	
6,745,300	2,641,900	1,820,000	1,921,100	11,744,300	...	
...	...	...	...	...	...	
343,200	168,000	59,200	...	570,400	...	
343,200	168,000	59,200	...	570,400	...	
...	2,862,300	2,760,000	2,810,000	...	...	
21,135,300	5,960,400	3,968,400	4,011,000	35,075,100	...	
21,135,300	8,822,700	6,728,400	6,821,300	35,075,100	...	







## APPENDIX B.

Statement showing Railways recommended since 1895-96 for early construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, which have actually been commenced or arranged for, omitting those shown in last year's Appendix B as completed.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
(I) BY BRANCH LINE COMPANIES.			
(a) Lines shown as under construction in 1897-98.			
Sagowlie-Rukeaul . . . . .	18	99,800	Completed and opened to traffic.
Open . . . . .	18	99,800	
South Behar . . . . .	79	1,129,407	Under construction by the agency of the East Indian Railway Company. More than $\frac{1}{4}$ th finished.
Tapti Valley (Surat-Nandurbar-Amalner) . . . . .	156	1,400,139	Under construction by the agency of the Bombay, Baroda and Central India Railway Company. More than $\frac{1}{4}$ th finished. First section to Vyara opened to traffic.
*Hurdwar-Dehra . . . . .	32	300,000	Under construction by the State for the Branch Line Company. Tunnels completed and nearly half of line finished.
*Brahmaputra-Sultanpur . . . . .	60	342,700	Under construction by the agency of the Eastern Bengal Railway. Nearly half finished.
Mymensingh-Jamalpur . . . . .	54	205,500	Ditto. More than $\frac{1}{4}$ th finished. First section to Jamalpur opened to traffic.
Jamalpur-Jagganathganj . . . . .			
Under Construction . . . . .	381	3,377,746	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Narwana-Kaithal Branch . . . . .	23	100,000	Completed and opened to traffic.
Open . . . . .	23	100,000	
Chandipur-Taki . . . . .	39	172,000	Concession granted pending arrangements for financing the project and preparation of necessary survey and estimate of cost.
Amritsar-Tarn Taran-Sarhali . . . . .	25	130,000	Concession granted. Commencement of work not yet authorised pending subscription of capital and submission of the detailed project.
	64	322,000	
(c) New projects since put forward.			
Nil.			
TOTAL (I) . . . . .	486	3,899,546	
(II) BY NATIVE STATES.			
(a) Lines shown as under construction in 1897-98.			
Wadhwan-Dhrangadhra . . . . .	21	65,200	Completed and opened to traffic.
Cooch Behar Town Extension . . . . .	3	15,000	
Open . . . . .	24	81,200	Opened to traffic.

\* Under new arrangements these two lines will be included in programme from next year.



APPENDIX B—*concd.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
(a) Lines shown as under construction in 1897-98— <i>contd.</i>	Miles.	Rx.	
Birur Shimoga Branch . . . . .	38	185,000	Under construction by the Mysore Durbar. Nearly $\frac{1}{2}$ th finished.
Hyderabad-Godavari Valley . . . . .	390	2,988,200	Under construction by the Nizam's Guaranteed State Railways Company. More than half finished.
Guna-Bars Extension . . . . .	74	602,500	Under construction by the Durbars concerned. About $\frac{1}{2}$ th finished.
Shadipali-Balotra (Jodhpore Section) . . . . .	135	427,700	Under construction by the Jodhpore Durbar. About half finished.
Jeypore-Chambal (Jeypore-Sawai-Madhupur) . . . . .	73	313,200	Under construction by the Jeypore Durbar. About half finished.
Cooch Behar-Aliport . . . . .	11	25,000	More than half finished.
Bikaner-Suratgarh . . . . .	114	247,330	Fifty miles opened for traffic, 64 under construction.
Pardi-Nandod . . . . .	18	60,690	Under construction for the Rajpipla Durbar. Pardi-Umalla Section, 5 miles, opened to traffic. About $\frac{1}{3}$ rd finished.
Under Construction	853	4,879,620	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Ludhiana-Dhuri-Jakkhal . . . . .	81	416,600	Construction sanctioned, but commencement as a railway project not yet authorised pending settlement of agreement with the Durbars concerned.
Gwalior-Bhind-Chambalghat . . . . .	46 <sup>a</sup>	86,300	Half finished.
	127	502,900	<sup>a</sup> Excluding 654 miles of the existing line, which will require slight alterations.
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Tinnevely-Quilon (Native State Section) . . . . .	58	766,200	Accepted for construction without any Government guarantee.
TOTAL (II)	1,062	6,129,920	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines shown as under construction or actually arranged for in 1897-98.			
Bengal and North-Western Railway Extension (Benares-Turtipur and Branches) . . . . .	210	1,313,100	Under construction. More than half finished.
Barsi Road-Pandharpur Extension . . . . .	33	133,925	Concession granted to the Barsi Light Railway Company. Work not yet commenced.
Nilgiri (Mettupalaiyam-Coimoor) . . . . .	17	355,000	Completed, but damaged by heavy rain as it was about to be opened to traffic.
	260	1,802,025	
(b) Recommended lines shown as under consideration or negotiation in 1897-98.			
Kalka-Simla . . . . .	68	700,000	Contract executed and capital partly subscribed, but commencement of work not yet authorised, pending submission of, and sanction to, the detailed project.
Bengal Doore Extensions . . . . .	125	611,100	Contract executed, estimates sanctioned and work commenced.
	194	1,311,100	
(c) New projects put forward since 1897-98 and commenced or arranged for.			
Nil.			
TOTAL (III)	454	3,118,125	
GRAND TOTAL (I) TO (III)	2,002	13,247,591	



## APPENDIX C.

Statement showing Railways recommended since 1895-96 for construction outside the programme by the agency of—

(i) Branch Line Companies,

(ii) Native States,

(iii) Railway Companies to which free land and minor concessions are given, but not yet actually commenced or arranged for.

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rx.	
<b>(I) BY BRANCH LINE COMPANIES.</b>			
<i>(a) Lines included in the list of 1897-98 as under consideration.</i>			
Bhagalpur-Bausi-Baidyanath . . . . .	90	239,700	Concession being arranged.
Ahmadpur-Baidyanath . . . . .	62	55,700	Negotiations in progress.
Gogri (Mani)-Baptisahi . . . . .	85	500,700	Concession being arranged.
Kurnool Road Branch . . . . .	36	120,000	Under consideration.
Jullundur-Hoshiarpur . . . . .	25	150,000	Ditto ditto.
Ahmedabad-Dholka (Sabarmati-Dholka) . . . . .	34	130,800	Ditto ditto.
Nadiad-Kapadvanj . . . . .	28	87,400	Ditto ditto.
Nilgiri Extension (Coonoor-Ootacamund) . . . . .	12	192,000	Ditto ditto.
Mutapet-Avadyarkoil . . . . .	45	150,000	Construction by the Tanjore District Board agreed to.
Shibnibash (Kisengunge)-Kotchandpur-Magura . . . . .	51	130,000	Under consideration.
<i>(b) New projects since put forward or recommended.</i>			
Ammayānayakanur-Kuruvanath . . . . .	75	500,000	Negotiations in progress.
Sylhet District tramways . . . . .	43	120,000	Under consideration.
Cachar District tramways . . . . .	60	147,500	Ditto ditto.
Bervada-Manupatam . . . . .	44	530,000	Ditto ditto.
<b>TOTAL (I)</b>	<b>4690</b>	<b>4,049,800</b>	
<b>(II) BY NATIVE STATES.</b>			
<i>(a) Lines included in the list of 1897-98 as under consideration.</i>			
Arsikere-Hassan . . . . .	27	192,500	Under consideration by the Mysore Durbar.
Bara-Kotah (2 feet) . . . . .	43	95,000	Under consideration by the Kotah Durbar.
Mysore-Fraserpet . . . . .	52	250,000	Under consideration by the Mysore Durbar.
<i>(b) New projects since put forward or recommended.</i>			
Shoranur-Cochin . . . . .	64	917,700	Under consideration by the Travancore Durbar.
<b>TOTAL (II)</b>	<b>186</b>	<b>1,455,200</b>	



APPENDIX C.—*concl.*

Railway.	Length.	Estimated or approximate cost.	REMARKS.
	Miles.	Rs.	
(III) BY RAILWAY COMPANIES TO WHICH FREE LAND AND MINOR CONCESSIONS ARE GIVEN.			
(a) Lines included in the list of 1897-98 as under consideration.			
Bengal Dooars Extension (Bagrakote to Daling coal-fields).	5	34,000	Contract executed subject to the condition that the Company agrees to construct such line.
Vishanagram-Bimlipatam . . . . .	15	93,900	Negotiations in progress.
Lakshmi-Noakhali-Ichakhali . . . . .	38	228,000	Negotiations in progress. Alternative for Feni-Noakhali line.
(b) New projects since put forward or recommended.			
Gorakhpur-Bagaha . . . . .	65	334,000	Under consideration.
Ballia-Ghazipur . . . . .	34	155,400	Ditto ditto.
Jaunpur-Aunrihar . . . . .	34	129,200	Ditto ditto.
TOTAL (III) . . . . .	193	975,500	
GRAND TOTAL (I) TO (III) . . . . .	1,067	6,480,500	







*Standard name—*

Miles Miles

678.34

18471

298-30

76.00

80-32

1.985-02

1-023-61

7A-19

270-08

428.29

286-60

**2,088.91**

58-87

20-08

**\$5.00**

48-60

16-28

72-98

248.78

**TOTAL** . (c)4,295.68

There was thus a grand total of railways completed and in hand, on the 1st April 1898, of miles **25,493.74**

	Miles.	Miles.	Miles.
<b>East India—</b>			
Mughal Bazar to Gya	150.75		
Patna Road to Patna City	6.61		
Chakrabad to Patna	(a) 20.00	280.27	
Barru to Ballongang, including railway branch	(a) 20.00		700.00
(ii) Bengal-Nagpur—			
Mid. & Midnapore to Howrah	170.00		
Midnapore to Barang (Cutack)	180.00	300.00	
<b>Indian Midland—</b>			
Baro to Katal			01.04
<b>North Western—</b>			
Lyslipur to Kharsawal	105.00		
Katal to Hyderabad (Sind)	5.20		
Campbellpur (Anantpur) to Dandi (New Ind. Sultan)	35.00		
Lazgar (At to Mir)	44.00		
<b>Gadh and Mohlkhand—</b>			
Rao Bahri to Sonar	132.00		
Quasabad to Moradabad	87.00	216.93	870.00
(iii) Eastern Bengal—			
Panchbora to Faridpur	10.00		
Panchbora to the Ganges	0.00	30.00	
<b>East Coast—</b>			
Temporary Port station to permanent Port station			
Godavari bridge at Rajamundry and approach	1.50		
Beswada-Madras (English-Beswada section)	4.56		6.44
Madras to Gudur	74.00		
Nellore to Tadopalli	155.36	229.86	
<b>Great Indian Peninsula—</b>			
Amalner to Jalgaon	24.00		
Chalgaon to Dholi	37.21	71.21	
(iv) Madras—			
Calicut to Cannanore	40.00		100.00
Calicut to Kollam	4.25	55.25	
<b>Southern Punjab (Delhi-Somnath)—</b>			
Delhi to Somnath	0.00		
Delhi to Kollam	50.00	50.70	
<b>South Bihar (Lucknow-Gya)—</b>			
Lucknow to Gya		70.00	800.00
(v) Hardwar-Dehra—			
Hardwar to Dehra		31.01	
<b>Tapti Valley—</b>			
Barru to Amalner		150.00	
(vi) Bikaner—			
Gurgaon to Bikaner			70.00
Ludhiana-Dhurgakhel—			
Ludhiana to Dhurgakhel			(a) 80.00
<b>Bombay and North-Western—</b>			
<b>Port of section—</b>			
Bombay to Bikaner	44.83	161.00	
Bombay to Kathiwar	110.75		
<b>Company's section—</b>			
Bombay to Tatalpur	20.00		434.00
<b>Company's section—</b>			
Bombay to Bikaner	60.00		
Bombay to Bikaner	60.00	245.00	
(vii) Bombay-Bombay—			
Bombay to Bikaner	71.23		
Bombay to Bikaner	20.00		1,025.00
<b>Assam-Bombay—</b>			
Bombay to Bikaner		525.00	
Bombay to Bikaner		10.00	
Bombay to Bikaner		37.00	
<b>Bombay—</b>			
Bombay to the right bank of the Salween river			217.73
<b>Eastern Bengal—</b>			
East bridge at Kachia and approach			6.07
<b>Hyderabad (Sind) Jodhpur frontier—</b>			
Hyderabad (Sind) to the Jodhpur frontier			44.71.36
<b>Bombay-Bombay—</b>			
Bombay to Bikaner		60.00	
Bombay to Bikaner		8.75	121.76
Bombay to Bikaner		60.00	
(viii) Bombay-Bombay—			
Bombay to Bikaner			50.70
Bombay to Bikaner			57.81
Bombay to Bikaner			10.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			12.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			0.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			37.00
Bombay to Bikaner			0.00.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			124.81
Bombay to Bikaner			50.07
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			6.14
Bombay to Bikaner			72.78
Bombay to Bikaner			21.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			12.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			12.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			12.00
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<b>Bombay-Bombay—</b>			
Bombay to Bikaner			12.00
<b>Bombay-Bombay—</b>			
Bombay to Bikaner			12.00
<b>Bombay-Bombay</b>			

(a) Commencement of work not yet authorised.  
(b) The line between Hatal (New Hind-Bukhal) and Lamsar, 18 miles, is a part of the crown millage of the Khulavara branch.  
(c) Extension to the existing South Bhalun, Niter and, railway between Gudge and Naloga, 24½ miles, subsequently taken over and converted to the standard gauge.  
(d) The mileage given is exclusive of 64.04 miles of the existing Hyderabad-Bhadrachalam standard-gauge railway to be converted to the metre gauge.  
(e) Extending the Madurai-Venugopur conversion (86.50 km).  
(f) Includes the mileage of the Chennai-Compangudi railway, which is treated as a steam tramway for administrative purposes only.







4. The total length of open line at the commencement of 1899-1900, i.e., on the 1st April 1899, will, therefore, be 22,650.98 miles, comprising:

	Miles.	Miles.
<b>Standard gauge—</b>		
(i) State lines worked by companies	4,190.02	
(ii) State lines worked by the State	4,954.77	
(iii) Guaranteed companies	2,592.47	
(iv) Assisted companies	642.81	
(v) Lines owned by native states and worked by companies	632.87	
(vi) Lines owned by native states and worked by State railway agency	123.86	
		13,186.50
<b>Metre gauge—</b>		
(vii) State lines worked by companies	6,277.86	
(viii) State lines worked by the State	643.99	
(ix) Assisted companies	328.00	
(x) Lines owned by native states and worked by companies	188.80	
(xi) Lines owned and worked by native states	920.86	
(xii) Foreign lines	75.25	
		9,033.36
<b>Special gauges—</b>		
(xiii) State lines worked by the State	86.25	
(xiv) Assisted companies	171.97	
(xv) Lines owned by native states and worked by companies	102.83	
(xvi) Lines owned by native states and worked by State railway agency	38.92	
(xvii) Lines owned and worked by native states	168.16	
		481.10
<b>TOTAL</b>		<b>22,650.98</b>

	Miles.	Miles.
(i) East India	1,710.70	
Bengal Central (a)	126.01	
Bengal-Nagpur	1,154.51	
Indian Midland	796.48	
Bhopal-Bilaspur (Bhilai section)	(b) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(c) 14.01	
Wardha-Cum	(d) 44.06	
Bhand-Majumdar	(e) 14.01	
Bombay Extension (East Coast State)	(f) 30.28	
Madras-Bombay section (Borenda-Madras)	(g) 5.46	
(ii) North Western	1,885.02	
Hyderabad-Madras	(h) 16.01	4,954.77
Orissa and North India	(i) 10.00	
Eastern Bengal	(j) 37.89	
Calcutta Port Commission	(k) 6.52	
East Coast, including Borenda-Madras	(l) 796.37	
(iii) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(m) 66.00	2,592.47
Madras	(n) 64.00	
(iv) South India	1,042.81	
Tamil Nadu	(o) 22.28	642.81
South Punjab (Delhi-Bombay)	(p) 423.00	
Tamil Nadu	(q) 30.28	
(v) Eastern Bengal	1,710.70	
Bengal Central	(r) 126.01	
Bengal-Nagpur	(s) 1,154.51	
Indian Midland	(t) 796.48	
Bhopal-Bilaspur (Bhilai section)	(u) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(v) 14.01	
Wardha-Cum	(w) 44.06	
Bhand-Majumdar	(x) 14.01	
Bombay Extension (East Coast State)	(y) 30.28	
Madras-Bombay section (Borenda-Madras)	(z) 5.46	
(vi) North Western	1,885.02	
Hyderabad-Madras	(aa) 16.01	4,954.77
Orissa and North India	(ab) 10.00	
Eastern Bengal	(ac) 37.89	
Calcutta Port Commission	(ad) 6.52	
East Coast, including Borenda-Madras	(ae) 796.37	
(vii) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(af) 66.00	2,592.47
Madras	(ag) 64.00	
(viii) South India	1,042.81	
Tamil Nadu	(ah) 22.28	642.81
South Punjab (Delhi-Bombay)	(ai) 423.00	
Tamil Nadu	(aj) 30.28	
(ix) Eastern Bengal	1,710.70	
Bengal Central	(ak) 126.01	
Bengal-Nagpur	(al) 1,154.51	
Indian Midland	(am) 796.48	
Bhopal-Bilaspur (Bhilai section)	(an) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(ao) 14.01	
Wardha-Cum	(ap) 44.06	
Bhand-Majumdar	(aq) 14.01	
Bombay Extension (East Coast State)	(ar) 30.28	
Madras-Bombay section (Borenda-Madras)	(as) 5.46	
(x) North Western	1,885.02	
Hyderabad-Madras	(at) 16.01	4,954.77
Orissa and North India	(au) 10.00	
Eastern Bengal	(av) 37.89	
Calcutta Port Commission	(aw) 6.52	
East Coast, including Borenda-Madras	(ax) 796.37	
(xi) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(ay) 66.00	2,592.47
Madras	(az) 64.00	
(xii) South India	1,042.81	
Tamil Nadu	(ba) 22.28	642.81
South Punjab (Delhi-Bombay)	(bb) 423.00	
Tamil Nadu	(bc) 30.28	
(xiii) Eastern Bengal	1,710.70	
Bengal Central	(bd) 126.01	
Bengal-Nagpur	(be) 1,154.51	
Indian Midland	(bf) 796.48	
Bhopal-Bilaspur (Bhilai section)	(bg) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(bh) 14.01	
Wardha-Cum	(bi) 44.06	
Bhand-Majumdar	(bj) 14.01	
Bombay Extension (East Coast State)	(bk) 30.28	
Madras-Bombay section (Borenda-Madras)	(bl) 5.46	
(xiv) North Western	1,885.02	
Hyderabad-Madras	(bm) 16.01	4,954.77
Orissa and North India	(bn) 10.00	
Eastern Bengal	(bo) 37.89	
Calcutta Port Commission	(bp) 6.52	
East Coast, including Borenda-Madras	(bq) 796.37	
(xv) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(br) 66.00	2,592.47
Madras	(bs) 64.00	
(xvi) South India	1,042.81	
Tamil Nadu	(bt) 22.28	642.81
South Punjab (Delhi-Bombay)	(bu) 423.00	
Tamil Nadu	(bv) 30.28	
(xvii) Eastern Bengal	1,710.70	
Bengal Central	(bw) 126.01	
Bengal-Nagpur	(bx) 1,154.51	
Indian Midland	(by) 796.48	
Bhopal-Bilaspur (Bhilai section)	(bz) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(ca) 14.01	
Wardha-Cum	(cb) 44.06	
Bhand-Majumdar	(cc) 14.01	
Bombay Extension (East Coast State)	(cd) 30.28	
Madras-Bombay section (Borenda-Madras)	(ce) 5.46	
(xviii) North Western	1,885.02	
Hyderabad-Madras	(cf) 16.01	4,954.77
Orissa and North India	(cg) 10.00	
Eastern Bengal	(ch) 37.89	
Calcutta Port Commission	(ci) 6.52	
East Coast, including Borenda-Madras	(cj) 796.37	
(xix) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(ck) 66.00	2,592.47
Madras	(cl) 64.00	
(xx) South India	1,042.81	
Tamil Nadu	(cm) 22.28	642.81
South Punjab (Delhi-Bombay)	(cn) 423.00	
Tamil Nadu	(co) 30.28	
(xxi) Eastern Bengal	1,710.70	
Bengal Central	(cp) 126.01	
Bengal-Nagpur	(cq) 1,154.51	
Indian Midland	(cr) 796.48	
Bhopal-Bilaspur (Bhilai section)	(cs) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(ct) 14.01	
Wardha-Cum	(cu) 44.06	
Bhand-Majumdar	(cv) 14.01	
Bombay Extension (East Coast State)	(cw) 30.28	
Madras-Bombay section (Borenda-Madras)	(cx) 5.46	
(xxii) North Western	1,885.02	
Hyderabad-Madras	(cy) 16.01	4,954.77
Orissa and North India	(cz) 10.00	
Eastern Bengal	(da) 37.89	
Calcutta Port Commission	(db) 6.52	
East Coast, including Borenda-Madras	(dc) 796.37	
(xxiii) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(dd) 66.00	2,592.47
Madras	(de) 64.00	
(xxiv) South India	1,042.81	
Tamil Nadu	(df) 22.28	642.81
South Punjab (Delhi-Bombay)	(dg) 423.00	
Tamil Nadu	(dh) 30.28	
(xxv) Eastern Bengal	1,710.70	
Bengal Central	(di) 126.01	
Bengal-Nagpur	(dj) 1,154.51	
Indian Midland	(dk) 796.48	
Bhopal-Bilaspur (Bhilai section)	(dl) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(dm) 14.01	
Wardha-Cum	(dn) 44.06	
Bhand-Majumdar	(do) 14.01	
Bombay Extension (East Coast State)	(dp) 30.28	
Madras-Bombay section (Borenda-Madras)	(dq) 5.46	
(xxvi) North Western	1,885.02	
Hyderabad-Madras	(dr) 16.01	4,954.77
Orissa and North India	(ds) 10.00	
Eastern Bengal	(dt) 37.89	
Calcutta Port Commission	(du) 6.52	
East Coast, including Borenda-Madras	(dv) 796.37	
(xxvii) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(dw) 66.00	2,592.47
Madras	(dx) 64.00	
(xxviii) South India	1,042.81	
Tamil Nadu	(dy) 22.28	642.81
South Punjab (Delhi-Bombay)	(dz) 423.00	
Tamil Nadu	(ea) 30.28	
(xxix) Eastern Bengal	1,710.70	
Bengal Central	(eb) 126.01	
Bengal-Nagpur	(ec) 1,154.51	
Indian Midland	(ed) 796.48	
Bhopal-Bilaspur (Bhilai section)	(ee) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(ef) 14.01	
Wardha-Cum	(eg) 44.06	
Bhand-Majumdar	(eh) 14.01	
Bombay Extension (East Coast State)	(ei) 30.28	
Madras-Bombay section (Borenda-Madras)	(ej) 5.46	
(xxx) North Western	1,885.02	
Hyderabad-Madras	(ek) 16.01	4,954.77
Orissa and North India	(el) 10.00	
Eastern Bengal	(em) 37.89	
Calcutta Port Commission	(en) 6.52	
East Coast, including Borenda-Madras	(eo) 796.37	
(xxxi) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(ep) 66.00	2,592.47
Madras	(eq) 64.00	
(xxxii) South India	1,042.81	
Tamil Nadu	(er) 22.28	642.81
South Punjab (Delhi-Bombay)	(es) 423.00	
Tamil Nadu	(et) 30.28	
(xxxiii) Eastern Bengal	1,710.70	
Bengal Central	(eu) 126.01	
Bengal-Nagpur	(ev) 1,154.51	
Indian Midland	(ew) 796.48	
Bhopal-Bilaspur (Bhilai section)	(ex) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(ey) 14.01	
Wardha-Cum	(ez) 44.06	
Bhand-Majumdar	(fa) 14.01	
Bombay Extension (East Coast State)	(fb) 30.28	
Madras-Bombay section (Borenda-Madras)	(fc) 5.46	
(xxxiv) North Western	1,885.02	
Hyderabad-Madras	(fd) 16.01	4,954.77
Orissa and North India	(fe) 10.00	
Eastern Bengal	(ff) 37.89	
Calcutta Port Commission	(fg) 6.52	
East Coast, including Borenda-Madras	(fh) 796.37	
(xxxv) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(fi) 66.00	2,592.47
Madras	(fj) 64.00	
(xxxvi) South India	1,042.81	
Tamil Nadu	(fk) 22.28	642.81
South Punjab (Delhi-Bombay)	(fl) 423.00	
Tamil Nadu	(fm) 30.28	
(xxxvii) Eastern Bengal	1,710.70	
Bengal Central	(fn) 126.01	
Bengal-Nagpur	(fo) 1,154.51	
Indian Midland	(fp) 796.48	
Bhopal-Bilaspur (Bhilai section)	(fq) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(fr) 14.01	
Wardha-Cum	(fs) 44.06	
Bhand-Majumdar	(ft) 14.01	
Bombay Extension (East Coast State)	(fu) 30.28	
Madras-Bombay section (Borenda-Madras)	(fv) 5.46	
(xxxviii) North Western	1,885.02	
Hyderabad-Madras	(fw) 16.01	4,954.77
Orissa and North India	(fx) 10.00	
Eastern Bengal	(fy) 37.89	
Calcutta Port Commission	(fz) 6.52	
East Coast, including Borenda-Madras	(gz) 796.37	
(xxxix) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(ga) 66.00	2,592.47
Madras	(gb) 64.00	
(xl) South India	1,042.81	
Tamil Nadu	(gc) 22.28	642.81
South Punjab (Delhi-Bombay)	(gd) 423.00	
Tamil Nadu	(ge) 30.28	
(xli) Eastern Bengal	1,710.70	
Bengal Central	(gf) 126.01	
Bengal-Nagpur	(gg) 1,154.51	
Indian Midland	(gh) 796.48	
Bhopal-Bilaspur (Bhilai section)	(gi) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(gj) 14.01	
Wardha-Cum	(gk) 44.06	
Bhand-Majumdar	(gl) 14.01	
Bombay Extension (East Coast State)	(gm) 30.28	
Madras-Bombay section (Borenda-Madras)	(gn) 5.46	
(xlii) North Western	1,885.02	
Hyderabad-Madras	(go) 16.01	4,954.77
Orissa and North India	(gp) 10.00	
Eastern Bengal	(gq) 37.89	
Calcutta Port Commission	(gr) 6.52	
East Coast, including Borenda-Madras	(gs) 796.37	
(xliii) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(gt) 66.00	2,592.47
Madras	(gu) 64.00	
(xliv) South India	1,042.81	
Tamil Nadu	(gv) 22.28	642.81
South Punjab (Delhi-Bombay)	(gw) 423.00	
Tamil Nadu	(gx) 30.28	
(xlv) Eastern Bengal	1,710.70	
Bengal Central	(gy) 126.01	
Bengal-Nagpur	(gz) 1,154.51	
Indian Midland	(ha) 796.48	
Bhopal-Bilaspur (Bhilai section)	(hb) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(hc) 14.01	
Wardha-Cum	(hd) 44.06	
Bhand-Majumdar	(he) 14.01	
Bombay Extension (East Coast State)	(hf) 30.28	
Madras-Bombay section (Borenda-Madras)	(hg) 5.46	
(xlvi) North Western	1,885.02	
Hyderabad-Madras	(hh) 16.01	4,954.77
Orissa and North India	(hi) 10.00	
Eastern Bengal	(hj) 37.89	
Calcutta Port Commission	(hk) 6.52	
East Coast, including Borenda-Madras	(hl) 796.37	
(xlvii) Great Indian Peninsula	1,592.00	
Bombay, Borenda and Central India	(hm) 66.00	2,592.47
Madras	(hn) 64.00	
(xlviii) South India	1,042.81	
Tamil Nadu	(ho) 22.28	642.81
South Punjab (Delhi-Bombay)	(hp) 423.00	
Tamil Nadu	(hq) 30.28	
(xlvix) Eastern Bengal	1,710.70	
Bengal Central	(hr) 126.01	
Bengal-Nagpur	(hs) 1,154.51	
Indian Midland	(ht) 796.48	
Bhopal-Bilaspur (Bhilai section)	(hu) 13.71	4,190.02
Bodli-Bilaspur-Nagda	(hv) 14.01	
Wardha-Cum	(hw) 44.06	
Bhand-Majumdar	(hx) 14.01	
Bombay Extension (East Coast State)	(hy) 30.28	
Madras-Bombay section (Borenda-Madras)	(hz) 5.46	
(l) Although for convenience placed amongst State railways, this line is the property of the Bengal and North-Western Railway Company.		
(m) Worked by the Southern Mahratta Railway Company.		
(n) Worked by the South Indian Railway Company.		
(o) Worked by the Assam Railway and Trading Company.		
(p) Including 1.51 miles of Bhavagar Dock estates and Junagadh quarry.		
(q) Worked by the Bhavnagar-Gondal-Junagadh-Port-Bombay railway.		
(r) Treated as a steam tramway for administrative purposes only. Treated closed to traffic from 1st May 1899 on account of damage done by flood.		
(s) Reported for completion on 27th December 1899.		
(t) Worked by the Eastern Bengal State railway.		
(u) Extension 7.00 miles at the Lucknow-Bareilly railway between Dalga and Alkhan.		
(v) Worked by the Bengal and North-Western Railway Company.		

- (a) Although for convenience placed amongst State railways, this line is the property of the Bengal Central Railway Company.  
 (b) Worked by the Indian Midland Railway Company.  
 (c) Worked by the Bombay, Borenda and Central India Railway Company.  
 (d) Worked by the Great Indian Peninsula Railway Company.  
 (e) Although forming an integral part of the East Coast State railway, this line is shown separately as it is worked by the Nizam's Guaranteed State Railway Company.  
 (f) Worked by the Madras Railway Company.  
 (g) Including 0.12 miles of military line not used for public traffic, the Mushkai-Bokhi railway and the Kottai-Bokhi line.  
 (h) Worked by the North Western State railway.  
 (i) Including the Borenda extension, vide foot-note (e).  
 (j) Worked by the East India Railway Company.  
 (k) Including 2.18 miles, Trimbherry troop siding, constructed but not used for ordinary public traffic.

\* Correction of mileage.

† Made up as follows:—

Open at the commencement of 1900-01

Added—Opened during 1899-00

Deduct—Decrease due to minor correction of mileage

Add—Tanjore-Pallurupatti quarry extension of the South India railway, previously omitted

31,158.08

1,461.70

32,619.78

2.



	Miles.	Miles.	Miles.
<b>East Indian—</b>			
Bombay to Delhi	274.20		
Bombay to Lucknow, including ordinary branch	16.74.40		
Agra to Delhi	(a) 171.10		
<b>Bombay to Delhi—</b>			
Bombay to Delhi	35.37		
Bombay to Lucknow	(b) 171.10		
<b>North Western—</b>			
Lahore to Rawalpindi	120.00		
Lahore to Delhi	120.00		
Lahore to Ferozepore	120.00		
<b>Central—</b>			
Allahabad to Lucknow	120.00		
Allahabad to Delhi	120.00		
<b>South Eastern—</b>			
Calcutta to Howrah	120.00		
Calcutta to Durgam	120.00		
<b>Madras—</b>			
Madras to Bangalore	120.00		
Madras to Coimbatore	120.00		
<b>Assam—</b>			
Assam to Jorhat	120.00		
Assam to Tezpur	120.00		
<b>Burma—</b>			
Burma to Mandalay	120.00		
Burma to Bhamo	120.00		
<b>Hyderabad—</b>			
Hyderabad to Secunderabad	120.00		
Hyderabad to Nizamabad	120.00		
<b>Coastal—</b>			
Bombay to Surat	120.00		
Bombay to Panaji	120.00		
<b>Other—</b>			
Other to Other	120.00		

5. And the mileage under construction or sanctioned for construction on the 31st March 1899 will be 3,430.15 miles, made up as follows:

**Standard gauge—**

(i) State lines worked by companies . . . 430.20

(ii) State lines worked by the State . . . 233.60

(iii) Guaranteed companies . . . 185.05

(iv) Assisted companies . . . 233.14

(v) Lines owned by native states and worked by companies . . . 74.12

(vi) Lines owned by native states and worked by State railway agency . . . 80.52

1,201.63

**Metro gauge—**

(vii) State lines worked by companies . . . 927.93

(viii) State lines worked by the State . . . 76.13

(ix) Assisted companies . . . 178.77

(x) Lines owned by native states and worked by companies . . . 427.79

(xi) Lines owned and worked by native states . . . 295.43

1,905.05

**Special gauges—**

(xii) State lines worked by companies . . . 56.67

(xiii) State lines worked by the State . . . 20.04

(xiv) Assisted companies . . . 121.20

(xv) Lines owned by native states and worked by companies . . . 43.80

(xvi) Lines owned and worked by native states . . . 80.86

322.56

**TOTAL . . . 3,430.15**

Making a grand total of railways completed and in hand at the commencement of 1899-1900 of miles 26,051.11\*

And showing, after allowing for corrections of mileage, an advance on the previous year, of miles . 586.09

- (a) Commencement of work not yet authorized.  
(b) Correction of mileage.  
(c) Provision only authorized.  
(d) Including 6.40 miles of the Hyderabad-Bombay standard gauge railway to be converted to the metro gauge.  
(e) Including 6.40 miles of existing light railway.

\* Made up as follows:—

Completed and in hand at the beginning of 1898-99	25,465.74
Sanctioned during 1898-99	54.43
	25,520.17
<b>Deduct—</b>	
Increase due to realignment of the Amritsar-Bombay Railway	11.66
Not decrease due to minor correction of mileage	4.75
	16.41
<b>Add—</b>	
Goats bridge and approaches at Raksaghat, previously omitted	5.57
Increase due to new alignment of the Marri-Attock Railway	6.73
Increase due to new alignment of the Calcutta-Cannanore Railway	6.00
Increase due to new alignment of the Mandla-Bombay Railway	40.34
	58.64
	25,601.11



Standard range—

<i>Standard gauge—</i>		
(i) State lines worked by companies . . . . .	169.83	
(ii) State lines worked by the State . . . . .	142.75	
(iii) Guaranteed companies . . . . .	30.00	
(iv) Assisted companies . . . . .	238.14	
(v) Lines owned by native states and worked by companies . . . . .	74.12	
		855.64

(vi) State lines worked by companies . . . . .	171-87
(vii) Assisted companies . . . . .	87-01
(viii) Lines owned by native states and worked by companies . . . . .	347-98

(ix) Lines owned and worked by  
native states . . . 14787

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72453

(i) State lines worked by companies . . .	66.67%
(ii) State lines worked by the State . . .	20.08
(iii) Assisted companies . . .	20.20
(iv) Lines owned by native states and worked by companies . . .	12.80
(v) Lines owned and worked by native states . . .	80.83

190.54

Total 1,570.75

Standard gauge—

Standard gauge—	Miles.	Miles.
(xv) State lines worked by companies . . . . .	260-66	
(xvi) State lines worked by the State . . . . .	96-83	
(xvii) Guaranteed companies . . . . .	99-05	
(xviii) Lines owned by native states and worked by State railway agency . . . . .	80-32	
		545-86

(ix) State lines worked by companies	756.26
(x) State lines worked by the State	76.18
(xi) Assisted companies	121.76
(xii) Lines owned by native states and worked by companies	79.81
(xiii) Lines owned and worked by native states	147.66

<i>Special gauges—</i>		
(xiv) Assisted companies	101-00	
(xxv) Lines owned by native states and worked by companies	81-00	
		132-00
<b>TOTAL</b>		<b>1,859-40</b>

		Miles.	Miles.	Miles.
	East Indian—			
(i)	Mughal Sarai to Gya . . . . .		120 28	
	Benghal-Nagpur . . . . .			140 00
	Benghal to Howrah . . . . .	9 34 37		
	Riberpur to Midnapore . . . . .	(a) 3 40	65 37	
	North Western—			
	Samber-Dice Cantonment to			
(ii)	Bassi (New Plud Bultani) . . . . .		68 75	
	Laugur to Bari . . . . .			143 75
	Toba Tek Singh to Khushal . . . . .		50 00	
(iii)	Great Indian Peninsula—			
	Chollasgar to Daula . . . . .			22 00
	South-east Punjab (Delhi Samikatal)-			
	Delhi Treasury to Delhi . . . . .		0 75	
	South India (Lucknawal-gya)—			
(iv)	Lucknawal to Gya . . . . .		73 00	
	Hardwar Dehra . . . . .			213 14
	Hardwar to Dehra . . . . .		73 04	
	Tapt Valley—			
	Vynda to Amaloor . . . . .		121 34	
(v)	Blind-Down—			
	Goeth to Haru . . . . .			74 14

	Dangal and North-Western—		
	Tilakul section—		
	Majorpore to Huzarnagar	44-35	
	Wariara to Mohoshkul	44-70	80-00
(vii)	South Indian—		
	Neypatan to Nagore	(a) 4-70	171-00
	Amoy-Hongai—		
	Intending to Makum		10-00
	Burnee—		
	Kodak to Narmay		60-00
	Bhatnagar to Sahjanpur—		
	Bunga to Kargil		54-25
(viii)	Myittha to Jampore-Jaganmull—		63-00
	Minphay to Jaganmull—		20-01
	Min-shing—		
	Phur to Shingon		37-29
(ix)	Hyderabad (General) Valley—		
	Mannari to Kungjones	180-00	
	Secundabad to Limbgram	180-00	310-00
	Chodhpore (Chitr)—		
	Chodri to Chodhpore		0-44
	Jodhpore-Bikaner—		
	Jodhpur section—		
(ix)	Jodhpur to Bikaner	50-73	147-00
	Bikaner section—		
	Bikaner to Bikaner	0-00	08-08
	Jodhpore-New-Madhopur—		
	Jodhpore to New-Madhopur		73-28

(x)	Malpur-Bhadrati branch (Bengal Nagpur railway) (2' 0")		
	Malpur to Bhadrati	46-00	00-00
	Bhadrati to Rajahmundry	11-00	
(xi)	Barrack-Bengal - Nagpur-Maharajahpuri Extension (Kachai section) (3' 0")		
	Barrack to Bahadur	29-00	
(xii)	Barrack-Bahadur-Bhadrachalam (2' 0")	30-00	
(xiii)	Barrack to Nanded Bombay-Barrack (2' 0")		12-00
	Barrack to Mirat	25-00	
(xiv)	Gwalior-Chandrapur (2' 0")		32-00
	Gwalior to Mirat	44-00	

{at}	East India—	{.	(4) 60'00	185'00
	Shipment to Parahibed			
	Maru to the temple, including		(5) 22'60	
	cutter branch			
	Arm-Bell, chard—			
	Agre to Belli		(6) 181'18	

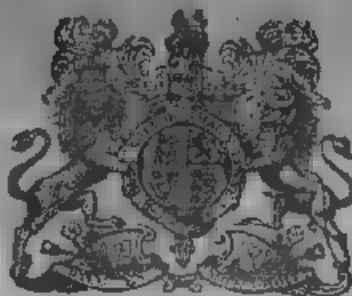
	{ North Western—		
	Rail to Hyderabad . . . .	830	
	Oodhi and Bulshahnd . . .		
(xvi)	Ghisahind to Merahshnd . .	87'00	00'00
	Rast Coast—		
	Gdaway bridge at Rajahmundry		
	and approaches . . . . .	4'41	
	{ Great Indian Peninsula—		
	Amaloor to Jalgaon . . . .	81'06	
(xvii)	Madras—		
	Collett to Cuddanore . . . .	85'00	00'00
(xviii)	{ Ludhiana-Mulri-Jalshnd—		
	Ludhiana and Jalshnd to Jalshnd .		

	Bengal and North-Western—		
	Lahoot section—		
	Mohoolkunt to Kuthay	75 00	
	Company's Section—		
	A longcut to Shalgunj	20 00	
	Assam-Bengal—		
(21)	Indrapur to Lamlang	113 14	
	Lamlang to Jessam	206 82	319 98
	Burma—		
	Nampan in the right bank		
	of the Salween river	300 00	
	Mektila to Myingyan	87 70	
	Magway to A-shan with a river		833 20
	cutting to Myingyan	74 40	
	Hyderabad (India)-Jodhpore frontier—		
(22)	Hyderabad to Jodhpore frontier		
	Eastern Bengal—		
	Tewari bridge at Kanna and approaches	4 37	76 11
(23)	Bengal Division—		
	Malbazar to Hactopora	22 00	
	Dam Uda to Dighrakhata	8 70	
	Imamul Hut to Lalmonir Hat	66 00	131 70
(24)	Hyderabad-Godavari Valley—		
	Kanjigutta to Jodhpore		
(25)	Jodhpore-Dikmar—		
	Jodhpore section—		
	Hattin to Jodhpore frontier,	72 00	
	Dikmar section—		
	Lankachaur to Kurelgarh	(a) 63 00	147 00
	Dikmar to Palana	8 40	

	Barel Light (2' 6")--		
xxiv}	Barel Road to Pondbarper	(1) 35'00	
	Kalke-Srinia (2' 0")--		
	1.5 miles Srinia	(2) 60'00	102'00
xxv}	Harshi (2' 0")--		
	Harshi to Srinia		(3) 31'00

(a) Provisionally unclassified.  
(b) Commencement of work not yet authorized.





# The Gazette of India, EXTRAORDINARY.

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CALCUTTA, WEDNESDAY, MARCH 29, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

#### ESTABLISHMENTS.

No. 184.

*Calcutta, the 29th March, 1899.*

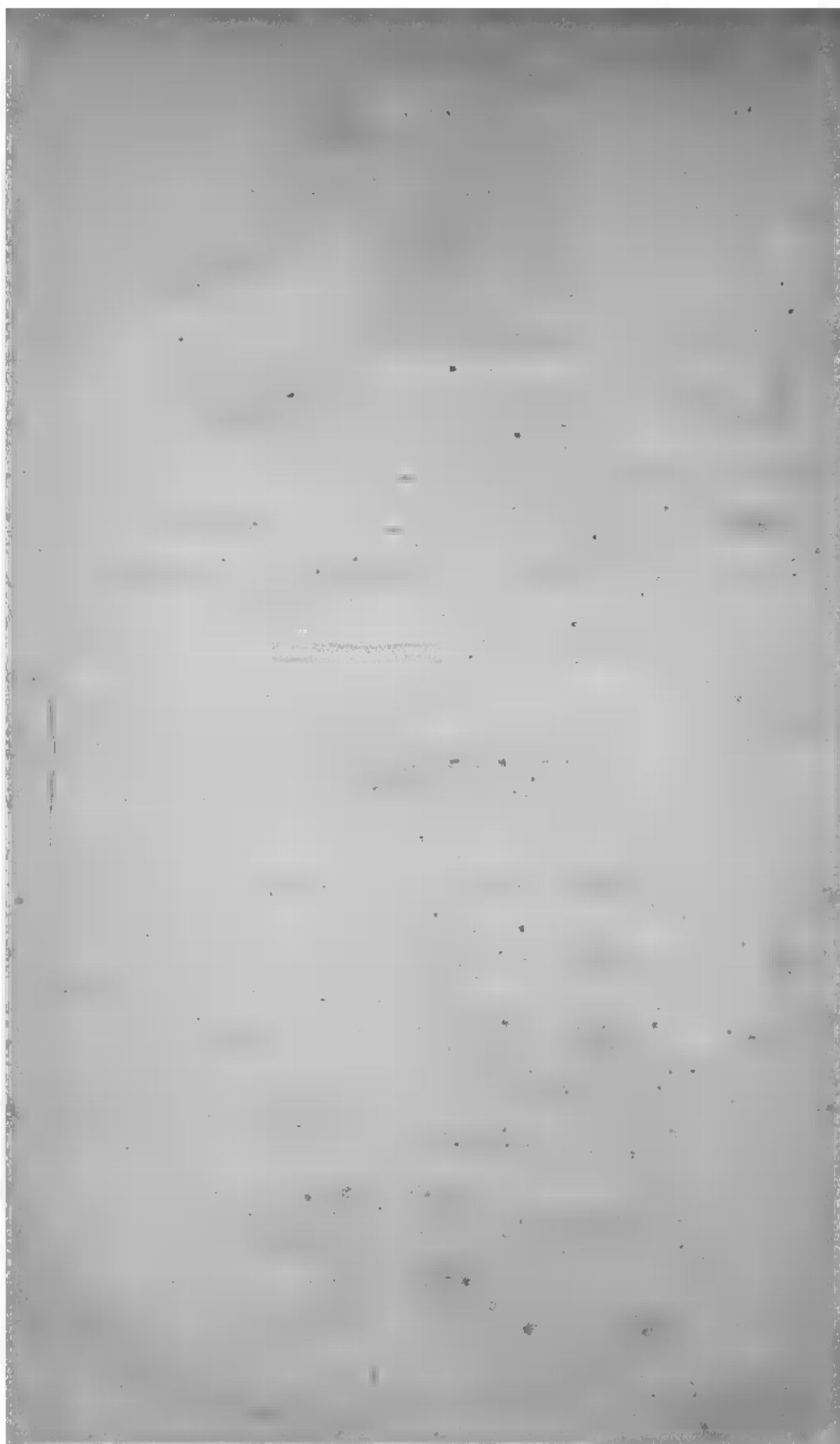
A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor-General of India owing to the vacation of office by the Hon'ble Sir James Westland, K.C.S.I., Her Majesty the Queen, Empress of India, has been graciously pleased to appoint Mr. Clinton Edward Dawkins to be an Ordinary Member of the Council of the Governor-General of India.

Mr. Dawkins has, on this day, taken upon himself the execution of his office under the usual salute.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*









# The Gazette of India, EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

CALCUTTA, THURSDAY, MARCH 30, 1899.

## FINANCE AND COMMERCE DEPARTMENT.

### NOTIFICATION.

No. S. R.—1429 C.

*Calcutta, the 30th March 1899.*

In exercise of the powers conferred by the Indian Post Office Act, 1898 (VI of 1898), and in supersession of all existing notifications under that Act or the Indian Post Office Act, 1866 (XIV of 1866), the Governor General in Council is pleased to issue the following rules and orders:—

### Part I.—Rates of postage.

#### I.—Inland postal articles.

1. The following rates of postage shall be chargeable on postal articles where the postage is prepaid:—

##### Letters.

For a letter not exceeding half a tola in weight	Half an anna.
For a letter exceeding half a tola but not exceeding one tola and a half in weight	One anna.
For every additional one tola and a half or part of that weight	One anna.

##### Postcards.

For a single postcard	One-quarter of an Anna.
For a reply postcard	Half an anna.

##### Book, pattern and sample packets.

For every ten tolas or part of that weight	Half an anna.
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##### Registered newspapers.

For a newspaper not exceeding four tolas in weight	One-quarter of an anna.
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For a newspaper exceeding four tolas but not exceeding twenty tolas in weight . . . . .	Half an anna.
For every additional twenty tolas or part of that weight . . . . .	Half an anna.

**Parcels.**

For a parcel not exceeding twenty tolas in weight . . . . .	Two annas.
For a parcel exceeding twenty tolas but not exceeding forty tolas in weight . . . . .	Four annas.
For every additional forty tolas or part of that weight . . . . .	Four annas.

2. The following rates of postage shall be chargeable on the delivery of postal articles where the postage is not prepaid or is insufficiently prepaid :—

On an unpaid letter, postcard of private manufacture or packet . . . . .	Double the prepaid rate.
On an insufficiently paid letter or packet . . . . .	Double the deficiency.
On an unpaid registered parcel . . . . .	The prepaid rate (and registration fee).

**II.—Foreign postal articles.**

3. The following are declared to be the rates of postage chargeable on postal articles where the postage is prepaid :—

**Letters.**

*For the United Kingdom and the following British Possessions and Protectorates :—*

Ascension.  
Bahamas.  
Barbados.  
Bermuda.  
British Central Africa.  
British East Africa.  
British Guiana.  
British Honduras.  
Canada.  
Cyprus.  
Falkland Islands.  
Fiji Islands.  
Gambia.  
Gibraltar.  
Gold Coast Colony.  
Hong Kong.  
Johore.  
Lagos.  
Leeward Islands, namely—  
  Antigua,  
  St. Kitts,  
  Nevis,  
  Dominica,  
  Montserrat, and the  
  Virgin Islands,

Malay States (Protected), namely—  
  Perak,  
  Selangor,  
  Negri-Sembilan, and  
  Pahang.  
Natal.  
Newfoundland.  
Niger Coast Protectorate.  
Niger Territory.  
St. Helena.  
Sarawak.  
Seychelles.  
Sierra Leone.  
Straits Settlements.  
Tobago.  
Trinidad.  
Turks Islands.  
Uganda.  
Windward Islands, namely—  
  Grenada,  
  St. Lucia,  
  St. Vincent,  
  Zanzibar.

For a letter not exceeding half an ounce in weight . . . . .	One anna.
For every additional half ounce or part of that weight . . . . .	One anna.



*For any other part of the world served by the Foreign post with the exception of Ceylon :—*

For a letter not exceeding half an ounce in weight . . . . .	Two and a half annas.
For every additional half ounce or part of that weight . . . . .	Two and a half annas.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Postcards.

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a single postcard . . . . .	One anna.
For a reply postcard . . . . .	Two annas.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Printed papers (including newspapers and books).

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a packet not exceeding two ounces in weight . . . . .	Half an anna.
For every additional two ounces or part of that weight . . . . .	Half an anna.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Business papers (legal and commercial documents).

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a packet not exceeding ten ounces in weight . . . . .	Two and a half annas.
For every additional two ounces or part of that weight . . . . .	Half an anna.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Samples.

*For any part of the world served by the Foreign post with the exception of Ceylon :—*

For a packet not exceeding four ounces in weight . . . . .	One anna.
For every additional two ounces or part of that weight . . . . .	Half an anna.
<i>For Ceylon</i> . . . . .	Indian inland rates.

#### Registered newspapers.

<i>For Ceylon</i> . . . . .	Indian inland rates.
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#### Parcels.

The Director General shall, from time to time, declare in the Indian Postal Guide the countries and places to which parcels may be transmitted by the Foreign post, and the rates of postage chargeable in each case. In the case of Ceylon the Indian inland rates of postage shall be applicable, provided that prepayment of postage, and registration, shall be compulsory.



4. The following are declared to be the rates of postage chargeable on the delivery of postal articles, other than parcels received by the Foreign post, where the postage is not prepaid or is insufficiently prepaid :—

When the postage is not prepaid	. Double the prepaid rate.
When the postage is insufficiently prepaid	. Double the deficiency.

## Part II.—Main conditions of transmission by post of postal articles.

### I.—Inland postal articles.

#### (a) Postcards.

5. Single and reply cards of private manufacture, with or without adhesive postage stamps affixed thereto in payment of postage, may be transmitted by post as postcards :

Provided that they are in conformity, as regards size and weight, with the inland postcards issued by the Post Office.

6. (1) Nothing shall be written on the address-side of a postcard except—

- (a) the heading "Postcard" or "Reply Postcard;"
- (b) the name and address of the addressee;
- (c) the name and address of the sender;
- (d) the date of posting;
- (e) engravings or advertisements, provided that sufficient space is left for a clear address and for the official marks of the Post Office.

(2) Nothing shall be affixed or attached to a postcard except,—

- (a) on the address-side, postage stamps in pre-payment of postage and the registration-fee (if any), or an address-label bearing the name and address of the addressee and not exceeding in size 2 inches in length by  $\frac{1}{4}$  of an inch in width;
- (b) on the other side, receipt stamps.

*Explanation.*—The sender of a reply-postcard may affix to the address-side of the reply-half an address-label bearing his name and address and not exceeding in size 2 inches in length by  $\frac{1}{4}$  of an inch in width.

(3) A postcard shall not be folded, cut or otherwise altered, except that the impressed postage stamp (if any) may be perforated with initials.

7. Should any of the conditions imposed by rules 5 and 6 be infringed, the postcard shall be treated as a letter.

#### (b) Book packets.

8. A book packet may contain any of the following articles :—

- (1) Newspapers and publications of all kinds; books, whether blank or printed; engravings, photographs, drawings, plans, maps, printed music, and proof sheets, with or without the manuscript relating thereto; blank paper, parchment, or card-board; and, generally, anything printed, engraved, lithographed or papyrographed on paper, parchment or card-board.
- (2) Business papers, written or drawn wholly or partly by hand, not being of the nature of a letter or having the character of a personal communication, such as deeds, bills of lading, invoices, accounts; and manuscript of all kinds, including manuscript music, not being of the nature of personal correspondence.



- (3) Written letters of old date which have previously passed through the post and served their original purpose.

With any of the above-mentioned articles may be sent anything that is necessary for their safe transmission through the post, such as rollers, etc., and with any of the articles mentioned in clause (2) may be sent any legitimate binding, mounting, or covering, loose or attached, and anything that ordinarily appertains to such articles, as pens and pencils in the case of a pocket-book, photographs in the case of a photograph-book, and card-plates in the case of visiting cards.

Manuscript for the press shall not be reckoned as having the character of personal correspondence within the meaning of clause (2), and may be sent as a book packet.

9. No communication of the nature of a letter, or having the character of a personal communication, shall be enclosed with, or written upon, the contents of a book packet :

Provided that nothing in this rule shall be held to prohibit inscriptions or entries stating who the sender is or to whom the articles are to be given, or to prohibit purely complimentary greetings from being entered, in writing or otherwise, on Christmas, New Year and Birthday cards and similar articles.

10. A book packet shall not contain "paper-money," which for the purposes of this rule includes unobliterated postage or other stamps, currency notes, hundies, cheques, bank-notes, bankpost bills, bills of exchange, and all orders or authorities for the payment of money.

*Explanation.*—This rule shall not apply to a book packet containing a stamped and addressed envelope, postcard, or wrapper, forwarded by the sender of the packet in order that such envelope, card, or wrapper may be returned through the post to the sender or sent to some other person designated by him.

11. The dimensions of a book packet, which may be of any shape, shall not exceed two feet in length by one foot in width and one foot in depth. When, however, the packet is in the form of a roll, the length shall not exceed thirty inches :

Provided that, if the length exceeds twenty-four inches (two feet), the diameter shall not exceed four inches.

12. A book packet shall be posted without a cover, or with a cover entirely open at both ends, or in an unfastened envelope or in a cover which can be easily removed so as to admit of a ready examination of the contents. The ends of the packet, however, may be tied with string.

*Illustration.*—A closed envelope notched at the sides or ends does not admit of a ready examination of its contents, and does not, therefore, fulfil the conditions prescribed by this rule.

13. If a book packet is found to contain anything not permitted by the rules, or to be in excess of the prescribed size, or to be packed in a manner not in accordance with the rules, it shall be charged on delivery with letter or parcel postage, whichever may be less. Any postage stamps that may be affixed to it shall, however, be recognised in assessing the charge.

#### (c) Pattern packets.

14. A pattern packet may contain *bond fide* trade patterns or samples of merchandise not having any saleable value, together with, or without, any matter which may be sent as a book packet. There shall be no writing upon or in a pattern packet, except the name and address of the sender, the name and address of the person for whom it is intended, a trade mark, numbers, prices, and indications as to the weight, size or quantity to be disposed of.

15. The dimensions of a pattern packet shall not exceed two feet in length by one foot in width and one foot in depth ; and the weight shall not exceed forty tolas.

16. A pattern packet shall be posted without a cover, or with a cover open at both ends, or in an unfastened envelope or other cover which can be easily removed so as to admit of a ready examination of the contents. Samples



of seeds, drugs, and other articles which cannot be sent in unfastened or removable envelopes may be sent enclosed in boxes or bags, provided that they are fastened in such a way that they can be easily opened. They may also be sent in air-tight cases when necessary, provided that the nature of the contents is certified on the cover under the full signature and address of the sender.

17. If a pattern packet is found to contain anything not permitted by the rules, or to be in excess of the prescribed size or weight, or to be packed in a manner not in accordance with the rules, it shall be charged on delivery with letter or parcel postage, whichever may be less. Any postage stamps that may be affixed to it shall, however, be recognised in assessing the charge.

(d) Registered newspapers.

18. Newspapers as defined in section 9 of the Indian Post Office Act, 1898 (hereinafter referred to as "the Act") shall be transmitted by post as registered newspapers, provided that they are posted in accordance with the following conditions:—

- (1) The newspaper shall be registered in the office of the Postmaster-General, or officer exercising the powers of the Postmaster-General, of the postal circle in which it is published. Such registration shall cease to have effect at the close of the calendar year following that in which it was effected, and must be renewed if a continuance of the privilege conferred by the system beyond that time is desired.
- (2) The postage shall be prepaid by postage stamps.
- (3) The newspaper shall bear in print immediately above the address the word "Registered" followed by the registration-number which shall be assigned to it by the Postmaster-General or other officer referred to in condition (1).
- (4) The newspaper shall be posted at the place of publication.
- (5) The newspaper shall be posted without a cover or in a short cover open at the ends.
- (6) There shall be no word printed on the newspaper after its publication or upon the cover (if any) thereof, nor shall any writing or mark be made upon it or upon the cover (if any) thereof, except the name and address of the person to whom it is sent, and, if desired, the name and address of the newspaper, or of the sender.
- (7) There shall be no paper or thing enclosed in or with any such newspaper other than an extra or supplement as specified in section 9 of the Act.

Nothing in this rule shall be held to prevent newspapers being transmitted by post, either singly or otherwise, at the rates, and under the conditions, prescribed for book packets.

(e) Parcels.

19. A parcel may contain one (but shall not contain more than one) written communication of the nature of a letter, or having the character of a personal communication:

Provided that the communication shall be addressed only to the addressee of the parcel itself.

20. A parcel shall not exceed 440 tolas in weight, unless it is registered, in which case the weight shall not exceed 25 seers (2,000 tolas). A parcel shall not be of a kind which, owing to size, shape, manner of packing, or any other cause, cannot be carried by post without serious inconvenience or risk.

21. The postage on a parcel, unless it is a registered parcel, shall be fully prepaid by means of postage stamps which shall be affixed either to the cover of the parcel or to an official label which can be obtained free at the post office. In either case, the sender or his messenger shall affix the stamps himself, postal officials being strictly forbidden to affix them.



The postage, including the registration fee, on a registered parcel may be either fully prepaid or wholly unpaid: partial prepayment of postage shall not be recognized.

22. Every parcel intended for transmission by post shall be presented at the window of the post office. Any parcel found in a letter-box shall be treated and charged as a registered parcel.

(f) Re-direction of postal articles.

23. A postal article re-directed to any place served by the inland post by an officer of the Post Office or by an agent of the addressee after its delivery shall be transmitted by post free of charge in respect of such further transmission:

Provided that,—

- (1) in the case of an unregistered article re-directed by an agent of the addressee,—the article has not been opened and has been either returned to the postman or re-posted at the place of delivery; and,
- (2) in the case of a registered article re-directed by an agent of the addressee,—the article has not been opened and has been returned to the postman at the place of delivery with the receipt unsigned.

24. A postal article re-posted after having been opened, or re-posted at any place other than the place at which it was delivered, shall be treated as a postal article posted for the first time, and charged with postage accordingly. A registered article of which delivery has been taken can be re-posted only under the conditions prescribed for the posting of registered articles for the first time.

II.—Foreign postal articles.

25. The Director-General shall, from time to time, notify in the Indian Postal Guide the conditions in force for the transmission of postal articles by the Foreign post:

Provided that the rules relating to inland registered newspapers shall be deemed to apply in the case of newspapers sent to Ceylon.

Treatment of postal articles from abroad bearing fictitious or previously used stamps.

26. Where a postal article has been received by post from any place beyond the limits of British India, bearing a fictitious or previously used postage stamp, and the addressee of such postal article has failed to attend, by himself or his agent, at the post office of delivery within the time specified in the notice sent to him in that behalf, or, having so attended, has refused to make known the name and address of the sender or to re-deliver the postal article or such portion thereof as may be required under section 27 of the Act, and, in consequence of such failure or refusal, the postal article has not been delivered to the addressee or his agent, the postal article shall be disposed of in the following manner:—

The officer in charge of the post office at which the postal article has been received for delivery, shall record a statement, in such form as the Director General shall prescribe, setting forth the action taken by him under the provisions of section 27 of the Act, and the fact of such failure or refusal as aforesaid on the part of the addressee or his agent; and shall forward the statement, together with the postal article, through the usual channel, to the Director General.

The Director General shall then, in due course, transmit the statement, together with the postal article, to the Postal Administration of the place beyond the limits of British India from which the article was received.



## Part III.—Registration of postal articles.

### I.—Inland postal articles.

27. Letters, postcards, book and pattern packets and parcels may be registered at any post office for transmission by post to any other post office.

28. In addition to the postage, the following further fees shall be charged for the registration of postal articles:—

For a letter, postcard, or book or pattern packet . . . 2 annas.

For a parcel not exceeding 20 tolas in weight . . . 2 annas.

For a parcel exceeding 20 tolas in weight . . . 4 annas.

29. The prepayment of the postage and registration fee shall be optional in the case of uninsured registered parcels, and shall be compulsory in the case of all other registered articles. Prepayment of the postage and registration fee on registered articles shall be made by means of postage stamps affixed to the articles.

30. Articles intended for registration shall be presented at the window of the post office.

31. A receipt shall be given to the person who presents an article for registration at the post office window during the hours prescribed for posting registered articles.

32. No registered article shall be delivered to the addressee unless and until he or his agent has signed a receipt for it in such form as the Director General shall prescribe.

33. The sender of a registered article shall be entitled to obtain an acknowledgment of its delivery signed by the addressee by paying a fee of one anna, in addition to the postage and registration fee, at the time of posting the article. The fee for a special acknowledgment shall be paid by means of postage stamps affixed to the article, in the case of registered postcards, letters, and packets, and in cash in the case of registered parcels.

34. The sender of a registered article may obtain an attested copy of the original receipt signed by the addressee on payment of a special fee of three annas, provided that he makes his application for it within six months of the date on which the addressee signed the original receipt.

35. Registration shall be obligatory in the case of—

(1) any parcel exceeding 440 tolas in weight;

(2) any parcel for which the postage is not prepaid;

(3) any insured parcel; and

(4) any parcel addressed to a place for which a customs declaration is required.

36. (1) A currency note, or any portion of a currency note, may be sent by post only in a registered cover. Registration shall be compulsory in the case of a postal article which contains postage or other stamps or labels, or a cheque, hundi, bank note, bankpost bill, bill of exchange, or the like, if the contents are either superscribed upon the cover, or are known or manifest to the officers of the Post Office owing to the transparency, insecurity or insufficiency of the cover, or to any other cause. Nothing in this rule shall be held to render registration of a packet compulsory only by reason that it contains a stamped envelope, postcard, or wrapper as provided by the explanation to rule 10.

(2) Twice the fee for registration shall be levied on the delivery of any postal article required under this rule to be registered at the time of posting on which the fee for registration has not been prepaid.

### II.—Foreign postal articles.

37. Letters, postcards and packets may be registered at any post office for transmission to countries and places served by the foreign post, subject to such exceptions as the Director General shall, from time to time, notify in the Indian Postal Guide.



38. In addition to the postage, a further fee of two annas shall be charged for the registration of any article to be sent by the foreign post.

39. The prepayment of the postage and registration fee on foreign registered articles shall be compulsory, and shall be made by means of postage stamps affixed to the articles.

40. Rules 30, 31 and 32, relating to the registration of inland postal articles, shall be equally applicable to registered articles sent or received by the foreign post.

41. The sender of a registered article addressed to any country belonging to the Universal Postal Union shall be entitled to obtain an acknowledgment of its delivery by paying, at the time of posting the article, a fee, in addition to the postage and registration fee, of one anna in the case of a registered article addressed to Ceylon, and of two annas in the case of a registered article addressed to any other such country.

## Part IV.—Insurance of postal articles.

### I.—Inland postal articles.

42. Registered letters, value-payable registered letters and registered parcels may be insured up to the value of Rs500 at such branch post offices, and up to the value of Rs2,000 at such other post offices, as may be authorized by the Director General to accept articles for insurance:

Provided that in no case shall such value exceed the real value of the contents of the article insured.

43. Insurance shall be of two kinds, complete and partial. Complete insurance shall cover all risks in course of transmission by post. Partial insurance shall cover all risks in course of transmission by post in British territory, and all risks, except those arising out of highway robbery, in course of transmission by post in such Native State territory as may be specified in this behalf by the Director General in the Indian Postal Guide.

44. In addition to the postage and the fee for registration, the following further fees shall be charged for insurance:—

	Annas.
Where the value insured does not exceed Rs50 . . . . .	2
Where the value insured exceeds Rs50 but does not exceed Rs100 . . . . .	4
For every additional Rs100 or fraction thereof . . . . .	4

The further fees in the case of partially insured articles shall be charged at only half the above rates.

45. The prepayment of all charges on insured articles, namely, postage, registration fees and insurance fees, shall be compulsory. Payment in all cases shall be made by means of postage stamps affixed to the articles.

46. The cover of a letter intended for insurance shall be of strong paper or other substantial material, securely closed and sealed at intervals not exceeding two inches along each fold or seam. A parcel intended for insurance shall be securely packed in an outer covering of cloth, waxcloth or wood. If the parcel is packed in cloth or waxcloth, it shall bear seals at intervals not exceeding three inches over each seam. All the seals affixed to an insured article shall be of the same kind of wax and shall bear distinct impressions of the same device. The device shall not be that of a current coin or merely a series of straight, curved or crossed lines.

47. The minimum size for an insured parcel shall be 12 cubic inches.

48. An article intended for insurance shall be presented at the window of the post office with the amount for which the sender wishes it to be insured, clearly written, in words and figures, on the cover. The name and address of



the sender shall also be written on the cover in the lower left-hand corner, or on a separate slip of paper, to be presented with the article, should there be no room for his name and address on the cover.

49. A receipt shall be given to the person who presents an article for insurance at the post office window during the hours prescribed for posting insured articles.

50. The sender of an insured article shall be entitled to obtain, free of charge, an acknowledgment of its delivery signed by the addressee.

51. There shall be payable to the sender of an insured postal article compensation not exceeding the amount for which the article has been insured, for the loss of the postal article or its contents or for any damage caused to it in course of transmission by post :

Provided that the compensation shall in no case exceed the value of the article lost or the amount of the damage caused and provided that in the case of loss the sender shall furnish full particulars of the contents of the postal article and their value :

Provided, also, that no compensation shall be payable—

- (a) where there has been misdelivery arising out of incorrectness or incompleteness of the address written by the sender ;
- (b) where there has been fraud on the part of the sender or addressee ;
- (c) where the insured article has been delivered to the addressee and he has signed and returned the receipt therefor ;
- (d) where the sender has not given intimation of the loss within three months from the date of posting ;
- (e) where the damage was due to improper or insecure packing ;
- (f) where there is no visible damage to the cover or seals ; or,
- (g) in the case of partially insured articles, where the loss or damage was caused by highway robbery during the transit in respect of which the insurance is partial only.

52. Compensation shall be payable one month after the date on which intimation of loss is given by the sender to the Post Office, except in cases in which the Postmaster-General may consider that the circumstances demand the withholding of payment pending inquiry. When compensation has been paid for the loss of a postal article or its contents, the Post Office shall be entitled to retain, and dispose of, such postal article or its contents should they be subsequently recovered, and the compensation paid not be refunded on demand being made.

53. Coin, bullion, precious stones, jewellery and articles of gold or silver may be sent by post only in insured registered letters or insured parcels. If a letter or parcel presented at the post office window is found to contain any such object of value, it shall not be accepted for transmission by post, unless the sender insures it ; and, if an uninsured article manifestly containing any such object of value is found in course of transmission by post, it shall be either intercepted and returned to the sender or forwarded to destination and delivered to the addressee subject to the payment of a fee of one rupee. The payment of this fee shall not impose any liability on the Government.

*Explanation.*—In this rule, the expression "articles of gold or silver" includes articles made wholly or partly of gold or silver, but not electro or other plated goods or gold or silver lace or embroidery.

## II.—Foreign parcels.

54. The Director-General shall, from time to time, notify in the Indian Postal Guide the countries and places for transmission to which foreign parcels may be insured, and the limit up to which such parcels may be insured in each case :

Provided that in no case shall such value exceed the real value of the contents of the parcel insured.



55. In addition to the postage, the following further fees shall be charged for insurance:—

(a) *For insurance to Ceylon.*

	Annas.
Where the value insured does not exceed R100 . . .	4
For every additional R100 or fraction thereof . . .	4

(b) *For insurance to other countries or places.*

Where the value insured does not exceed £5 . . .	6
For every additional £5 or fraction thereof . . .	6

56. The prepayment of all charges on insured foreign parcels shall be compulsory. Payment in all cases shall be made by means of postage stamps affixed to the parcels.

57. A foreign parcel intended for insurance shall be packed securely and substantially, with due regard to the nature of the contents and the length of the journey, in an outer covering of cloth and canvas or other substantial material shall bear seals of wax or lead at intervals not exceeding three inches along each line of sewing or join. All the seals affixed to an insured foreign parcel shall be of the same kind of wax or lead and shall bear distinct impressions of the same device. The device shall not be that of a current coin or merely a series of straight, curved or crossed lines.

58. A foreign parcel intended for insurance shall be presented at the window of the post office with the amount for which the sender wishes it to be insured, clearly written, in words and figures, on the cover, and accompanied by such form or forms duly filled up as may be prescribed by the Director-General, from time to time, in the Indian Postal Guide. The name and address of the addressee of a foreign parcel intended for insurance shall be written in ink on the actual covering of the parcel.

59. A receipt shall be given to the person who presents a foreign parcel for insurance at the window of the post office during the hours prescribed for posting insured foreign parcels.

60. There shall be payable to the sender, or, in default or at the request of the sender, to the addressee of an insured foreign parcel, compensation not exceeding the amount for which the parcel has been insured, for the loss of the parcel or its contents or for any damage caused to it in course of transmission by post; and the sender shall, in the case of loss, also be entitled to a refund of the postage, but in no case of the insurance fee paid:

Provided that the compensation shall in no case exceed the value of the article lost or the amount of the damage caused.

Provided, also, that no compensation shall be payable—

- (a) where the loss or damage has been caused by the fault or negligence of the sender, or arises from the nature of the article;
- (b) where the insurance has been fraudulently made for a sum above the real value of the contents, or there has been any other fraud on the part of the sender or addressee;
- (c) where the insured article has been delivered to the addressee and he has signed and returned the receipt therefor;
- (d) where the sender or addressee has not given intimation of the loss or damage within twelve months from the date of posting;
- (e) where the loss or damage was due to improper or insecure packing;
- (f) where there is no visible damage to the cover or seals; or
- (g) In cases beyond control (e.g., tempest, ship-wreck, earthquake, war, etc.).

61. Where a foreign parcel contains coin, bullion, precious stones, jewellery, watches or articles of gold or silver, it shall not be accepted for transmission



by post unless the sender wishes to insure it. If a foreign parcel containing any such object of value is addressed to a country or place to which insurance is not available, the parcel shall be insured for its inland transit within the limits of British India, and in such cases the fee charged for insurance shall be calculated as follows :—

(a) *When the value is expressed in rupee currency.*

	Annas.
Where the value insured does not exceed Rs 50 . . .	2
For every additional Rs 50 or fraction thereof . . .	2

(b) *When the value is expressed in sterling.*

Where the value insured does not exceed £3 . . .	2
For every additional £3 or fraction thereof . . .	2

If an uninsured foreign parcel, declared to contain or manifestly containing any of the objects of value specified above, is received from a country with which, as notified by the Director-General in the Indian Postal Guide, insured parcels can be exchanged, the parcel shall either be intercepted and returned to the sender or forwarded to destination and delivered to the addressee subject to the payment of a fee of one rupee. The payment of this fee shall not impose any liability on Government.

*Explanation.*—In this rule, the expression “articles of gold or silver” includes articles made wholly or partly of gold or silver, but not electro or other plated goods, or gold or silver lace, or embroidery.

62. Where an insured foreign parcel is received in India subject to a fresh insurance fee by reason of its having been re-directed, such fee shall be recoverable on delivery as if it were postage due under the Act.

## Part V.—Value-payable post.

### I.—Value-payable postal articles.

63. Registered and unregistered parcels, registered letters, registered book packets, newspapers prepaid at newspaper rates of postage, and fully prepaid unregistered book packets, may be transmitted by the inland post as value-payable postal articles, provided that the amount to be recovered on any such postal article shall not be less than 4 annas or more than 1,000 rupees, and shall not contain a fraction of an anna.

Postal articles as aforesaid, with the exception of unregistered parcels, may be transmitted by post to Ceylon as value-payable postal articles, provided that the amount to be recovered on any such postal article shall not exceed Rs 150.

64. No such postal article as aforesaid shall be accepted for transmission by post as a value-payable postal article unless the sender declares that the contents have been sent in execution of a *bond fide* order received by him.

65. Legal documents, bonds, policies of insurance, promissory notes, railway goods and parcel receipts, bills of lading, or ordinary bills for collection may be sent as value-payable postal articles, provided that the sender declares that they are so sent in execution of a *bond fide* order received by him.

*Explanation.*—In the case of a railway receipt or bill of lading sent as a value-payable postal article, it will be sufficient for the purposes of this rule if the article to which the railway receipt or bill of lading relates, has been sent in execution of a *bond fide* order.

66. Every postal article intended to be transmitted by post as a value-payable postal article shall be presented at the post office with a printed form, to be prescribed by the Director-General and obtainable at the post office, in which the sender shall specify the sum to be recovered from the addressee, fill in the required entries and sign the declaration that the article is sent in execution of a *bond fide* order. If the article is an unregistered parcel, unregistered book packet, or newspaper prepaid at newspaper rates of postage, a fee calculated



according to the schedule below on the amount specified for recovery from the addressee shall be prepaid by the sender by affixing postage stamps of the value of the fee to the form presented with the article in the space provided for this purpose. The sender of a postal article intended to be transmitted by post as value-payable shall write his name and address clearly on the article itself.

*Schedule of fees.*

On any sum specified for recovery not exceeding R10 . . . . .	2 annas.
On any sum specified for recovery exceeding R10, but not exceeding R25 . . . . .	4 annas.
On any sum specified for recovery exceeding R25 . . . . .	4 annas for each complete sum of R25, and 4 annas for the remainder, provided that, if the remainder does not exceed R10, the charge for it shall be only 2 annas.

67. When the sum specified is recovered from the addressee, the amount for payment to the sender shall be remitted to him by means of a money order. In the case of a value-payable unregistered parcel, book packet or value-payable newspaper prepaid at newspaper rates of postage, the whole amount specified for recovery shall be remitted to the sender; in the case of any other value-payable article, the amount specified for recovery, *minus* a fee calculated as in rule 66, shall be remitted. If the addressee of a value-payable article refuses or omits to take delivery of it, the article shall be returned to the sender, who will be required to pay any postage that may be due on it, and, in the case of a value-payable unregistered parcel, book packet or value-payable newspaper prepaid at newspaper rates of postage, to acknowledge receipt of the article by signing the form presented by the postman. Under no circumstances will the fee prepaid in stamps, in the case of a value-payable unregistered parcel, book packet or value-payable newspaper be refunded.

68. The Government shall not incur any liability in respect of the sum specified for recovery on a value-payable postal article unless and until that sum has been received from the addressee.

**II.—Transmission by post of railway receipt-notes open as value-payable articles.**

69. A railway receipt-note for goods may be transmitted by post open as a value-payable postal article:

Provided that—

- (1) the goods to which the railway receipt-note relates, does not exceed R1,000 in value; and
- (2) the railway receipt-note shows on its face that the goods to which it relates, have been consigned to the sender himself, is endorsed to the person to whom the goods are to be delivered, and is signed by the sender.

70. The open railway receipt-note shall be presented at the post office with the printed form prescribed by the Director-General for registered value-payable postal articles, in which the sender shall specify the sum to be recovered from the addressee, fill in the required entries and sign the declaration that the article is sent in execution of a *bona fide* order.

71. A fee of two annas shall be paid on each railway receipt-note presented for transmission by post open. The fee shall be paid in postage stamps, which shall be affixed by the sender to the receipt-note.

72. The Post Office will transmit the open railway receipt-note to the post office of destination, and will deliver it to the person to whom it has been endorsed by the sender, on his paying the amount specified for recovery, in such



manner as the Director-General may from time to time appoint for the delivery of registered value-payable postal articles.

73. The amount when recovered will be remitted to the sender in accordance with the rules for the time being in force relating to registered value-payable postal articles.

74. A railway receipt-note for goods may be transmitted by post open under the foregoing rules, without compliance with the conditions laid down in the second proviso to rule 69, if—

(1) it relates to goods sent—

(a) between stations on such railways as are for the time being specified in this behalf by the Director-General in the Indian Postal Guide, or

(b) between offices on the Kalka-Simla Government Bullock Train-line, or between such offices and stations on the North-Western State Railway; and

(2) shows on its face that the goods so sent have been declared at the booking office as being sent under the value-payable system,

75. These rules apply also to receipt-notes for goods conveyed by steamer within the limits of British India.

76. Nothing in these rules shall be construed to prevent the transmission by post of receipt-notes under the rules for the time being in force relating to the value-payable post generally.

## Part VI.—Money orders.

### I.—Inland money orders.

#### (a) *Ordinary inland money orders.*

77. The amount for which a single money order may be issued, shall not exceed R600, and shall not include a fraction of an anna, except in the case of money orders issued by, or in favour of, any Department of the Government, or by, or in favour of, a District, Local or Municipal Board.

78. Money orders may be issued on the following Native States, but the amount for which a single money order may be issued on these States, shall not exceed R150:—

Chamba.		Gwalior.		Nabha.
Faridkot.		Jhind.		Patiala.

79. A commission on the issue of inland money orders shall be charged at the following rates, namely:—

On any sum not exceeding R10 . . . . .	2 annas.
„ „ „ exceeding R10, but not exceeding R25 . . . . .	4 annas.
On any sum exceeding R25 . . . . .	4 annas for each complete sum of R25, and 4 annas for the remainder, provided that, if the remainder does not exceed R10, the charge for it shall be only 2 annas.

80. The Director-General may, at any time, suspend the issue of money orders upon any particular post office, or group of post offices, or direct that money orders shall not be so issued except on payment of special rates of commission higher than those prescribed by rule 79.



81. The remitter of a money order shall fill in, in ink, on a money order form prescribed by the Director-General such particulars as the Director-General may require. Such particulars may be written in English or in the vernacular of the district.

82. The money order form duly filled in, together with the amount of the money order and commission, may be presented at the post office during the hours prescribed by the Director-General for money order business.

83. A receipt shall be given to the remitter for the amount paid by him on account of the money order and commission.

84. The remitter of a money order shall be entitled to obtain, free of charge, an acknowledgment of the payment of the amount of the order signed by the payee.

85. The payment of a money order shall ordinarily be made at the address of the payee on his signing the money order and acknowledgment.

86. The money order and acknowledgment shall be signed by the payee named by the remitter, or by some person authorized in writing by the payee in this behalf. The signature shall be written in ink in the space provided for the purpose.

87. If the remitter or payee of a money order is illiterate, his mark shall be obtained and shall be verified in such manner as the Director-General may direct.

88. A money order shall be re-directed to the payee on his written request free of charge.

89. The remitter of a money order which has not been paid, may require that the address of the payee shall be altered or that the name of the post office, at which the order was originally made payable, shall be changed. The required change shall be made without additional charge on the remitter's applying in writing to the post office at which the order was issued.

90. The remitter of a money order which has not been paid, may require that the amount be paid to some person other than the payee named in the order. The required change shall be made, on payment of a second commission equal to the first, on the remitter's applying in writing to the post office at which the order was issued.

91. The remitter of a money order which has not been paid, may stop payment and require that the money be re-paid to himself. This shall be done without additional charge on the remitter's applying in writing to the post office at which the money order was issued, and producing the receipt and giving full particulars of the payee's address as entered in the money order. In no case, however, shall the Post Office be responsible for inability or failure to stop payment of a money order in compliance with the remitter's request.

92. If the payee of a money order cannot be found, or if the payee refuses to take payment, the amount of the order shall be returned at once to the remitter free of charge. The commission shall in no case be refunded.

93. If payment of a money order to the payee cannot be effected and the amount cannot be re-paid to the remitter owing to the latter not being found, the order shall be void and its value credited to the Government. But, if the payee or remitter subsequently applies for payment, the amount of the order shall be paid to him on a fresh money order issued by the Comptroller, Post Office, provided that application is made before the expiration of one year from the date of issue of the original order.

*(b) Telegraphic inland money orders.*

94. The amount for which a single telegraphic money order may be issued, shall not exceed Rs 600, and shall not include any sum less than a rupee, and, if the amount exceeds Rs 150, the telegraphic money order shall not be for a sum which is not a multiple of Rs 10.



95. The following fees (which include the cost of the telegram) shall be charged for the issue of telegraphic money orders:—

				R s.	
On sums not exceeding R 25				1	4
" " exceeding R 25 but not exceeding R 50				1	8
" " " " 50	"	"	75	1	12
" " " " 75	"	"	100	2	0
" " " " 100	"	"	125	2	4
" " " " 125	"	"	150	2	8
" " " " 150	"	"	200	3	0
" " " " 200	"	"	250	3	8
" " " " 250	"	"	300	4	0
" " " " 300	"	"	350	4	8
" " " " 350	"	"	400	5	0
" " " " 400	"	"	450	5	8
" " " " 450	"	"	500	6	0
" " " " 500	"	"	550	6	8
" " " " 550	"	"	600	7	0

96. The Director-General may, at any time, suspend the issue of telegraphic money orders upon any post office, or group of post offices, or direct that telegraphic money orders shall not be so issued except on payment of special fees higher than those prescribed by rule 95.

97. The remitter of a telegraphic money order shall fill in, in ink, on a money order form prescribed by the Director-General, such particulars as the Director-General may require.

98. The money order form duly filled in, together with the amount of the telegraphic money order and fees, may be presented at the post office during the hours prescribed by the Director-General for telegraphic money order business.

99. A receipt shall be given to the remitter, showing the total amount paid by him, the payee's name and the hour at which the telegraphic money order was presented.

100. The remitter of a telegraphic money order shall be entitled to obtain free of charge, by post, an acknowledgment of the payment of the amount of the order signed by the payee.

101. The payment of a telegraphic money order shall ordinarily be made, as soon as practicable after receipt of the telegraphic advice by the office of payment, at the residence of the payee on his signing a receipt for the amount paid and the acknowledgment.

102. The receipt and acknowledgment shall be signed by the payee named by the remitter, or by some person authorized in writing by the payee in this behalf. The signature shall be written in ink in the space provided for the purpose.

103. If the remitter or payee of a telegraphic money order is illiterate, his mark shall be obtained and shall be verified in such manner as the Director-General may direct.

104. If the payee of a telegraphic money order has removed from the place at which the order was originally payable, and has left written instructions with the post office for the re-direction of articles to his address, the telegraphic money order shall be re-directed to him by post on receipt of the postal confirmation of the telegraphic money order, and the order shall be payable at the revised address without any extra charge.

105. The remitter of a telegraphic money order which has not been paid, may require that the address of the payee shall be altered, or that the name of the office at which the order was originally made payable, shall be changed. The required alteration shall be made in the ordinary course of post, without



additional charge, on the remitter's applying in writing to the post office at which the money order was issued.

106. The remitter of a telegraphic money order which has not been paid, may require that the amount be paid to some person other than the payee named in the order. The required change shall be made in the ordinary course of post, on payment of the commission chargeable on an ordinary money order for the same amount, on the remitter's applying in writing to the post office at which the order was issued, and presenting the receipt granted for the original order.

107. The remitter of a telegraphic money order which has not been paid, may stop payment and require that the money be re-paid to himself. This shall be done on the remitter's applying in writing to the post office at which the money order was issued, producing the receipt and giving full particulars of the payee's address as entered in the money order. Payment may be stopped by telegram, the remitter paying the necessary charges at the ordinary rates for it. In no case, however, shall the Post Office be responsible for inability or failure to stop payment of a money order in compliance with the remitter's request.

108. If the payee of a telegraphic money order cannot be found, or should the payee refuse to take payment, a reference will be made to the office of issue, and the telegraphic money order, if still undeliverable, will then be re-issued by telegraph, free of any further charge, for repayment to the remitter. The fees shall in no case be refunded.

109. If payment of a telegraphic money order to the payee cannot be effected and the amount cannot be repaid to the remitter owing to the latter not being found, the order shall be void and its value credited to the Government. But, if the payee or remitter subsequently applies for payment, the amount of the void order shall be paid to him on a fresh money order issued by the Comptroller, Post Office, provided that application is made before the expiration of one year from the date of issue of the original order.

## II.—Foreign money orders.

### (a) *Foreign money orders.*

110. (1) Foreign money orders shall be of two kinds, namely:—

- (a) Money orders expressed in rupee currency; and
- (b) Money orders expressed in sterling.

(2) The Director General shall, from time to time, notify in the Indian Postal Guide the countries and places with which money orders of each kind may be exchanged.

111. (1) The amount for which a single foreign rupee money order may be issued, shall not exceed Rs 50, and shall not include any fraction of an anna.

(2) The amount for which a single foreign sterling money order may be issued, shall not exceed £10, except in the cases specially notified by the Director General in the Indian Postal Guide. No such money order shall include any fraction of a penny.

(3) The amount of a foreign sterling money order shall be paid to the Post Office in rupee currency at such rate of exchange as the Director-General shall, from time to time, direct.

112. (1) In the case of foreign rupee money orders the rates of commission shall be the same as those for the time being charged on inland money orders.



(2) In the case of foreign sterling money orders the rates of commission shall be the following, namely :—

	R	a.
On sums not exceeding £2 . . . . .	0	4
" " exceeding £2 and not exceeding £5 . . . . .	0	8
" " " £5 " " £7 . . . . .	0	12
" " " £7 " " £10 . . . . .	1	0
" " " £10 " " £12 . . . . .	1	4
" " " £12 " " £15 . . . . .	1	8
" " " £15 " " £17 . . . . .	1	12
" " " £17 " " £20 . . . . .	2	0

(3) Where foreign sterling money orders have to be remitted through the agency of the British Post Office as notified by the Director General in the Indian Postal Guide, a further reduction will be made by the British Post Office from the amount payable to the payees at the following rates, namely :—

For sums not exceeding £2 . . . . .	3d.
" " exceeding £2 but not exceeding £6 . . . . .	6d.
" " " £6 " " £10 . . . . .	9d.

113. In the case of foreign sterling money orders the same remitter shall not be entitled to obtain in one day more than four money orders payable to the same payee, except under special permission conveyed to the issuing office by the Comptroller, Post Office.

114. (1) The remitter of a foreign rupee money order shall be entitled to obtain, free of charge, an acknowledgment of the payment of the amount of the order signed by the payee, except in the cases specially notified by the Director General in the Indian Postal Guide.

(2) The remitter of a foreign sterling money order from any post office except that at Aden shall be entitled to obtain, free of charge, an intimation from the Indian Post Office of exchange (at Bombay or Madras, as the case may be) that the money order has been communicated to the country of payment.

115. (1) In the case of a foreign sterling money order the remitter may, by application in writing accompanied by the money order receipt, require the Indian Post Office of exchange (at Bombay, Madras or Aden, as the case may be) to request the country of payment to alter the address of the payee in the money order, or to pay the amount thereof to some person other than the payee named in the order, or to stop payment of the order. The office of exchange will communicate the result of the reference without charge to the remitter, and, if payment is stopped, the amount of the order shall be refunded to the remitter, but the commission shall not be refunded.

(2) In the case of a foreign rupee money order the remitter may require similar services in accordance with rules 89, 90 and 91, relating to inland money orders.

116. Rules 80, 81, 82, 83 and 87, relating to inland money orders, shall be equally applicable to the issue of foreign money orders.

117. Foreign sterling money orders received for payment in India shall be paid as if they were inland money orders, the amount in sterling of the original money order being converted into rupee currency by the Indian post office of exchange (at Bombay, Madras or Aden, as the case may be) at such rate of exchange as the Director-General may, from time to time, direct.

118. The payment of a foreign money order shall ordinarily be made at the address of the payee. It shall be made on his signing the order and acknowledgment (except when otherwise provided by the Director-General) in the case of a foreign rupee money order, and on his signing the order in the case of a foreign sterling money order.



119. Under no circumstances can a foreign money order, whether a rupee money order or sterling money order, be paid after the expiration of one year from the date of its receipt in India.

120. Rules 86, 87, 88 and 92, relating to inland money orders, shall be equally applicable to the payment of foreign money orders.

(b)—*Indo-Ceylon telegraphic money orders.*

121. The amount for which a single Indo-Ceylon telegraphic money order may be issued in India shall not exceed **Rs 150** and shall not include any fraction of a rupee.

122. The following fees (including the cost of the telegram) shall be charged on Indo-Ceylon telegraphic money orders issued in India, namely :—

		R a.	
On sums not exceeding <b>Rs 10</b>		1	6
" " exceeding <b>Rs 10</b> but not exceeding <b>Rs 25</b>		1	8
" " " <b>25</b> " " <b>50</b>		1	12
" " " <b>50</b> " " <b>75</b>		2	0
" " " <b>75</b> " " <b>100</b>		2	4
" " " <b>100</b> " " <b>125</b>		2	8
" " " <b>125</b> " " <b>150</b>		2	12

123. Rules 96, 97, 98, 99 and 103, relating to telegraphic inland money orders, shall be equally applicable to the issue of the Indo-Ceylon telegraphic money orders.

124. The payment in India of an Indo-Ceylon telegraphic money order shall ordinarily be made, as soon as practicable after the receipt of the telegraphic advice, at the address of the payee on his signing a receipt for the amount paid.

125. If the payment of an Indo-Ceylon telegraphic money order cannot be made by the post office in India to which it was addressed, the money order shall be re-issued by telegraph, free of any further charge, for repayment to the remitter.

126. Rules 102 and 103, relating to telegraphic inland money orders, shall, as far as may be, apply to the payment in India of Indo-Ceylon telegraphic money orders.

## Part VII.—Official postal articles.

### 1.—Inland official postal articles.

127. The following shall be the rates of postage chargeable on official postal articles where the postage is prepaid :—

	Postcards.	Letters.	Book Packets.	Parcels.
	Anna.	Annas.	Annas.	Annas.
Each postcard	$\frac{1}{2}$	...	...	...
Not exceeding $\frac{1}{2}$ tola	...	$\frac{1}{2}$	}	}
Exceeding $\frac{1}{2}$ tola and not exceeding 10 tolas	...	1		
Exceeding 10 tolas and not exceeding 20 tolas	...	2	1	}
Exceeding 20 tolas and not exceeding 30 tolas	...	3	2 $\frac{1}{2}$	
Exceeding 30 tolas and not exceeding 40 tolas	...	4	3	}
Exceeding 40 tolas	...	{ 1 anna per tola.	{ 1 anna per 10 tolas.	
Exceeding 40 tolas and not exceeding 80 tolas	...	...	...	8
and every additional 40 tolas	...	...	...	4

*Illustration.*—A letter weighing 41 tolas shall be charged with 41 annas.

*Note 1.*—Articles which exceed 40 tolas shall be treated, and charged with postage, as packets or as parcels unless specially marked by the senders for transmission as letters, or prepaid at letter rates.

*Note 2.*—The prepayment of postage on unregistered parcels shall be compulsory. Parcels weighing more than 440 tolas shall be registered.

*Note 3.*—Postal articles for transmission to Ceylon may also be prepaid at the above rates. Official parcels for transmission to Aden or Ceylon shall be registered.



128. The postage chargeable on the delivery of official postal articles, when the postage is not prepaid or is insufficiently prepaid, shall be as follows :—

On an unpaid letter or packet . . . . .	The prepaid rate.
On an insufficiently paid letter or packet . . . . .	The deficiency.
On an unpaid registered parcel . . . . .	The prepaid rate (and registration fee).

In cases where it is not thought advisable to entrust postage stamps to a subordinate official who has to correspond with, or to send returns to, a superior, he may be allowed by his superior to post official articles (except unregistered parcels) to him without prepaying the postage, and the same course may be adopted in other cases where it is found convenient or proper to make the postage charge fall on the receiving office.

129. The following persons shall be entitled to send postal articles at the official rates of postage, subject to the conditions noted against each :—

- (1) All Government officials, except those who are on leave or have retired from the service; provided that the articles posted by them are *bona fide* and exclusively on Her Majesty's Service.
- (2) The Registrars of the Universities of Calcutta, Madras, Bombay, Allahabad and the Punjab, and of the Educational Syndicate, Burma, provided that the articles posted by them relate solely to the public business of the Universities.
- (3) The Astronomer in charge of the G. V. Juggarao Observatory, Vizagapatam, provided that the articles posted by him relate solely to the business of the Observatory.

130. Correspondence sent by an officer of a local authority, or by any officer of the Government acting in a capacity connected with a local authority, such as the President or Secretary of a Local Fund Committee, shall not be deemed official correspondence within the meaning of these rules, and may not be superscribed as on Her Majesty's Service. But nothing in this rule shall be held to prevent the transmission on Her Majesty's Service of correspondence sent by an officer of the Government acting as such, although the correspondence may relate to the affairs of a local authority.

*Illustration.*—The Commissioner of a Division, writing in that capacity to the Secretary of a Local Fund Committee concerning its affairs, may superscribe the letter on Her Majesty's Service.

131. The postage on an official postal article can be properly prepaid only by a proper service stamp or stamps. Where, however, an ordinary postage stamp instead of a service stamp is used on an official postal article, the article shall be recognised as an official postal article by the Post Office; but the irregularity shall be brought by the officer in charge of the post office at which the article was so posted, to the notice of the officer concerned, and, if of frequent occurrence, to that of the Post Master General.

*Note.*—Service stamps, envelopes and postcards shall not be sold at post offices, but shall be obtainable by Government officials at Government Treasuries.

132. Postal articles shall be transmitted by post at the official rates of postage, provided that they are posted in accordance with the following conditions :—

- (1) The weight of an official postal article, whether a letter, packet, or parcel, shall not exceed 600 tolas.
- (2) The conditions as to size, shape, manner of packing, and contents prescribed for the different classes of ordinary postal articles shall be applicable to official postal articles of the same class.
- (3) Official postal articles, whether the postage is prepaid or not, shall bear the superscription "On Her Majesty's Service," and this shall be supported by the signature and official designation—to be entered in the lower left-hand corner of the article—of the officer who sends the article, or of the Head Clerk or Superintendent of his office or other responsible officer to whom the duty of despatching is confided.



*Explanation 1.*—Service postcards bear the words "On Her Majesty's Service" printed in full round the impressed stamp. In their case, therefore, no further superscription shall be required.

*Explanation 2.*—Postmasters may recognise abbreviated designations, provided they are generally known; but no official can claim the recognition of an abbreviation, the rule being that the designation shall be entered in full.

*Explanation 3.*—Postmasters may recognise fac-simile impressions of signatures made by means of stamps, but not such impressions when lithographed or otherwise produced. Public officers who use such stamps, shall make arrangements for their proper custody and use; and where there is any reason to suspect the misuse of any such stamp or the absence of proper precautions against its misuse, postmasters may decline to recognise the stamp impression and require strict adherence to the rule. Printed names shall not be recognised in lieu of signatures except in the case of official Gazettes in open covers, posted in large numbers by the office of publication.

- (4) Any irregularity or incompleteness of the address, superscription, or signature on an article, shall render it liable to be treated as an ordinary unpaid article, any service stamps which it may bear not being recognised. Service stamps affixed to an article which does not bear the prescribed superscription shall not be recognised by the Post Office in payment of postage.
- (5) The delivery and re-direction of articles superscribed "On Her Majesty's Service" shall be governed by the official designation (when given) of the addressee; the delivery and re-direction of articles not so superscribed shall be governed by the name (when given) of the addressee.

133. (1) Letters, packets, and registered parcels, sent by officers of the Government in their official capacity, which relate nevertheless to the private interests and concerns of the individuals addressed, may be endorsed according to the specimen form given on the margin, under the full signature and official designation of the person by whom they are sent. Such articles, when so

Service Unpaid.	
To	A. B.,
	CALCUTTA.
	C. D.,
	Accountant-General.

addressed, shall be regarded by the Post Office as private articles, but shall be charged, on delivery, with postage at the rates to which they would have been liable if postage had been prepaid by ordinary stamps, and not at double rates as in the case of ordinary articles.

*Explanation.*—Under the provisions of this rule may be sent replies from officers of the Government to petitions, applications for appointments, requests for transfer, enquiries about title to leave and such like communications from individuals, whether private persons or officers of the Government.

(2) Letters, packets, and registered parcels, sent by private persons to officers of the Government relating to the affairs of the Government, if superscribed "Service Unpaid," shall be charged, on delivery, with postage at the rates to which they would have been liable if the postage had been prepaid by ordinary stamps, and not at double rates as in the case of ordinary articles: Provided that any article so sent is addressed to the full official designation of the officer for whom it is intended, and that it has been endorsed under the full signature of the sender, according to the specimen form

Service Unpaid.	
To	THE DISTRICT SUPERINTENDENT OF POLICE,
	LUCKNOW.
Signature of Sender.	

given on the margin.

*Explanation.*—Under the provisions of this rule may be sent reports regarding the occurrence of crime from a zemindar to a police officer, returns required to be sent from employers of labourers to the Protector, and any similar reports or returns authorized to be so sent.

134. The amount of postage marked as due on postal articles delivered under the superscriptions of "Service Unpaid" or "On Her Majesty's Service" shall



be initialed by the postmaster, or other officer, authorized in this behalf by the Postmaster-General, of the office of delivery. Officers of the Government shall be bound to receive, and to pay any postage which may be due on, articles addressed to them under the superscription "On Her Majesty's Service" and bearing the signature in full of the sender.

135. (1) Postal articles posted by officers of the Government under these rules may be registered, insured, or sent value-payable, in accordance with the ordinary rules, provided that the postage, registration and insurance fees shall be paid by means of service stamps, instead of ordinary postage stamps.

(2) The sender of an official registered article may obtain an acknowledgment signed by the addressee, by paying the ordinary fee for an acknowledgment, provided that, if the article is a registered postcard, letter or packet, the fee shall be paid by means of service stamps affixed to it, and that, if the article is a registered parcel, the fee shall be paid in cash.

(3) The fee chargeable on a value-payable unregistered parcel or book-packet, as well as the fee chargeable on railway, or steamer receipt-notes sent open, shall be paid in the same way as under the ordinary rules, provided that the stamps to be used for the purpose shall be service stamps.

NOTE.—Official postal articles, prepaid at inland official rates, may also be sent value-payable to Ceylon under the rules applicable to private value-payable articles for Ceylon, the postage and other fees being paid in the manner prescribed in this rule.

## II.—Foreign official correspondence.

136. Official correspondence transmitted by the foreign post, with the exception of correspondence exchanged with Ceylon, shall be subject to the same rates and governed by the same rules as ordinary private correspondence. If, however, service stamps are used for the prepayment of postage, they shall be supported by the superscription and signature prescribed by clause (3) of rule 132 relating to inland official postal articles.

137. The amount of postage marked as due on postal articles received by the foreign post for delivery to officers of the Government shall be initialed by the postmaster, or other officer, authorized in this behalf by the Post Master General, of the office of delivery.

138. In the case of official letters (not newspapers or other articles) sent by British Packet to or from the public functionaries, departments, etc., in London having special accounts for foreign letter postage with the London Post Office, the prepayment of postage is not necessary if such letters are superscribed as "On Her Majesty's Service," under the full signature and official designation of the sender; but when such letters are presented for registration, the registration fee shall always be prepaid by means of service stamps affixed to the article in the ordinary way.

## Part VIII.—General rules.

### I.—Manner of prepayment of postage on postal articles.

139. Where the postage on a postal article is prepaid, the prepayment shall be made by means of a proper stamp or stamps provided for the purpose by the orders of the Governor General in Council under section 16 of the Act.

140. The postage on a postal article shall not be deemed to be prepaid by means of a proper stamp—

- (a) if the stamp is a stamp which has not been provided for use as a postage stamp under section 16 of the Act; or
- (b) if the stamp has been obliterated, defaced, torn, cut, or otherwise rendered imperfect; or
- (c) if the stamp has upon it any word, letter, figure, or design printed or impressed upon it, otherwise than by the authority of the Government before posting; or
- (d) if the stamp has been cut or otherwise separated from the embossed envelope, or from a postcard or wrapper; or



(e) if the stamp is on an embossed envelope, and that envelope is used as a wrapper for a newspaper, or is wholly or partly cut open; or

(f) if the stamp is on an embossed registration envelope and that envelope is used for the transmission of unregistered correspondence:

Provided that nothing in this rule shall prevent the perforation of postage stamps with initials traced in minute holes.

## II.—Price of stamps.

141. Adhesive postage stamps shall be sold in each case for the denoted value of the stamp or stamps.

142. The small half-anna oblong envelopes and postcards shall be sold, in each case, for the denoted value of the stamp or stamps which they bear.

143. The envelopes and wrappers specified below shall be sold at the following prices, namely:—

### *Half-anna square envelopes.*

		R.	a	p.
Any number less than 16	Each	0	0	8
Packets of 16	Per packet	0	10	6

### *One anna square envelopes.*

Any number less than 8	Each	0	1	2
Packets of 8	Per packet	0	9	3

### *Registration envelopes, small size.*

Any number less than 16	Each	0	2	2
Packets of 16	Per packet	2	2	6

### *Registration envelopes, large size.*

Any number less than 8	Each	0	2	8
Packets of 8	Per packet	1	5	3

### *Envelopes for international correspondence.*

Any number less than 12	Each	0	2	8
Packets of 12	Per packet	2	0	0

### *Half-anna wrappers.*

Any number less than 6	Each	0	0	7
Packets of 6	Per packet	0	3	6

### *One anna wrappers.*

Any number less than 6	Each	0	1	1
Packets of 6	Per packet	0	6	6

## III.—Certificates of posting.

144. A certificate of posting may be obtained in respect of any postal article for which a receipt is not given by the Post Office subject to the following conditions, namely:—

- (1) the certificate of posting written in ink shall be presented to an officer on duty at the post office along with the article to be posted during the hours fixed for the posting of such articles;
- (2) the certificate shall contain an exact copy of the address on the article to which it relates, and shall have a half-anna postage stamp affixed thereto;
- (3) the officer on duty shall compare the address of the article with the certificate, and, if it be correct, shall obliterate the postage stamp and impress the date stamp upon the certificate. The certificate shall then be returned to the person who presented it.



Subject to the conditions aforesaid, any person posting at one time any number of unregistered parcels (ordinary or value-payable) not exceeding six or any number of value-payable unregistered book packets not exceeding six, may obtain a certificate of posting in respect of such unregistered parcels or value-payable book packets for a fee of half an anna :

Provided that there shall be a separate certificate for each class of article headed with the words "Certificate of posting for unregistered parcels" or "Certificate of posting for value-payable unregistered book packets," as the case may be, and that the articles (not exceeding six) to which a certificate relates shall be separately presented with it.

#### IV.—Late letters and late letter fees.

145. Late letters shall mean letters posted after the hour fixed for the closing of a mail, which cannot be forwarded by the mail then being prepared for despatch without the payment of an additional fee.

146. The ordinary late letter fee for postal articles other than parcels to be transmitted by the Inland or Foreign post shall be half-an-anna for each postal article.

147. The late letter fee in respect of registration for articles to be transmitted by the Inland or Foreign post shall be two annas for each postal article.

148. In special cases, a higher fee than half-an-anna, but not exceeding four annas, for each postal article, may be charged on postal articles, other than parcels, posted for transmission by the inland or foreign post at Presidency-towns, or on board steamers or in other special circumstances. The Director General shall, from time to time, notify in the Gazette of India the amount of such fees and the circumstances in which they are chargeable.

149. Late letters shall be presented at the window of the post office within the hours prescribed for this purpose by the Postmaster General, and the postage and late letter fee shall be fully prepaid by means of postage stamps.

#### V.—Re-delivery to the sender of postal articles in course of transmission by post.

150. Inland letters, postcards, book and pattern packets and parcels, and foreign registered letters and parcels, which have not been despatched from India, may be recalled when in course of transmission by post without reference to the consent of the addressee, subject to the following conditions, namely :—

- (1) No such postal article as aforesaid shall be re-delivered to the sender except under the orders of—
  - (a) the chief postal authority in a postal circle ;
  - (b) the Director General ;
  - (c) the Local Government ; or
  - (d) the Governor General in Council.
- (2) A fee of one rupee shall be paid in respect of each postal article for the re-delivery of which to the sender an application is made.
- (3) An application for the re-delivery to the sender of a postal article may be presented in writing to any of the authorities aforesaid, either direct or through any officer in charge of a post office.
- (4) An application shall be received only from the sender of the postal article or from some person authorized in this behalf by the sender in writing.
- (5) Every application shall be accompanied by a statement (which may be enclosed in a sealed cover) of the reasons why re-delivery is sought. Such sealed cover shall be opened only by the authority to which the application is presented, or, where such authority is a Local Government or the Governor General in Council, by a Secretary to the Local Government or the Government of India, as the case may be.
- (6) Upon receiving such application and statement, together with the prescribed fee as aforesaid, the officer in charge of the post office shall immediately send the same to the chief postal authority in the postal circle in which he is serving.



- (7) If the postal article, of which re-delivery is sought, is in his possession, the said officer shall, instead of forwarding it to the addressee, keep it in deposit, and send the application to the said authority.
- (8) If the postal article is not in his possession, the said officer shall require the officer in charge of the post office of address in the case of an inland postal article, and of the office of foreign exchange in the case of a foreign registered postal article, to abstain from delivering it to the addressee or from sending it to its address, and to keep it in deposit. The requisition to such other officer may be sent by telegraph, but all expenses attending its transmission shall be borne by the applicant.
- (9) When the application reaches such an authority as is named in condition (1), that authority may order the re-delivery to the sender of the postal article upon being satisfied that the applicant is the sender, and that sufficient reasons have been given for the re-delivery, otherwise the postal article shall be sent at once to its address.
- (10) A letter or postcard in course of transmission by post shall not be re-delivered to any one but the sender or some person authorized in this behalf by the sender in writing.

#### VI.—Detention in the Post Office of book and pattern packets and parcels.

151. Book packets (other than newspapers) and pattern packets shall not be detained at the post office at which they were posted, for a period exceeding one day.

152. (1) Book packets (other than newspapers) and pattern packets received from abroad shall not be detained in the post office at the port of arrival for a period exceeding one day exclusive of the day on which the mail steamer reaches such port:

Provided that nothing in this rule shall prevent any further detention at the port of arrival that may be necessary for the purpose of customs examination or enquiries.

(2) Book packets, containing printed papers obviously without value such as circulars, price lists and advertisements, when received from abroad at Bombay, shall not be detained in the Bombay post office for a period exceeding two days exclusive of the day on which the mail steamer reaches Bombay.

153. The delivery of book packets (other than newspapers), and pattern packets shall not be delayed beyond the delivery next following that by which they would ordinarily be delivered.

154. Parcels shall not be detained at the post office at which they are posted for a period exceeding one day.

155. Parcels received from abroad shall not be detained at the post office at the port of arrival for a period exceeding two days exclusive of the day on which the mail steamer reaches such port:

Provided that nothing in this rule shall prevent any further detention at the port of arrival that may be necessary for the purposes of customs examination or enquiries.

156. Subject to the limitations expressed in rules 154 and 155, parcels shall be delivered at such times and by such deliveries as the Director-General of the Post Office may direct.

#### VII.—Detention and disposal of undelivered postal articles.

(a) *At the post office of address.*

157. An undelivered postal article the addressee of which cannot be found, shall ordinarily remain in the post office to which it was addressed—

- (1) for a period of three weeks from the date on which it reached the post office, when that office is a head office;



- (2) for a period of ten days from the date on which it reached the post office, when that office is a sub-office:

Provided that—

- (a) an undelivered postal article, on which the words "Poste Restante," "To await arrival" or similar instructions have been written, shall remain in the post office to which it was addressed—
  - (i) for a period of four months from the date on which it reached the post office if the office is at a Presidency of seaport town;
  - (ii) for a period of one month in all other cases;
- (b) an undelivered postal article shall ordinarily not remain in a post office to which it has been re-directed, after it has been ascertained that the addressee cannot be found;
- (c) an undelivered telegram which is in course of transmission by post, shall remain in the post office to which it was addressed, for a period of three days from the date on which it reached that office.

158. An undelivered postal article, of which the addressee has refused to take delivery, shall not be detained in the post office to which it was addressed.

*(b) In the office of the Postmaster-General.*

159. Packets containing printed papers, obviously without value, such as trade circulars and price lists, which cannot be disposed of under section 38 of the Act, may be disposed of forthwith by being sold as waste paper or destroyed.

160. Postcards which cannot be disposed of under section 38 of the Act, shall be detained for a period of one month, on the expiration of which they may be destroyed by being burnt.

161. Book-packets, other than the packets mentioned in rule 159, newspapers and pattern packets, which cannot be disposed of under section 38 of the Act, shall be detained for a period of three months, on the expiration of which they may be disposed of by being sold or destroyed. Magazines, periodicals and newspapers may, at the option of the Postmaster-General, be used for any public purpose.

162. Subject to the provisions of section 39, proviso (b), of the Act, parcels which cannot be disposed of under section 38, shall be detained for a period of three months, on the expiration of which the contents, if of no saleable value, may be destroyed.

163. Letters which cannot be disposed of under section 38 of the Act, shall be detained for a period of six months, on the expiration of which they shall be destroyed by being burnt.

164. Nothing in these rules shall prevent the immediate destruction of any postal article in exercise of the powers conferred by section 23, sub-section (3), of the Act.

### VIII.—Complaints against the Post Office.

165. Letters containing complaints against the Post Office may be transmitted by the inland post free of postage, provided that they are addressed to a postal official and provided that it is certified on the cover, under the full signature of the sender, that they are complaints against the Post Office.

### IX.—Gratuities to be paid to masters of ships.

166. With effect from the first day of April, 1899, gratuities shall be payable to the masters of ships, not being mail ships, in respect of postal



articles received by them for conveyance on behalf of the Post Office, at the following rates, namely :—

	R	a.	p.	
Letters and postcards . . . . .	1	8	0	per pound.
Packets . . . . .	0	2	0	per pound.
Parcels . . . . .	0	1	0	per pound or part of that weight.

NOTE.—As regards letters and postcards or packets, for a lower or higher weight than one pound the gratuity payable shall be proportionately lower or higher, as the case may be.

167. The gratuities shall be payable at the time when the mail bags are made over to the masters of the ships by which they are to be conveyed, and on the granting of a receipt for the bags in the form below.

*Received from the Postmaster* \_\_\_\_\_

*the following mail bags :—*

From	To	No.	REMARKS.
Total (in figures and words)			

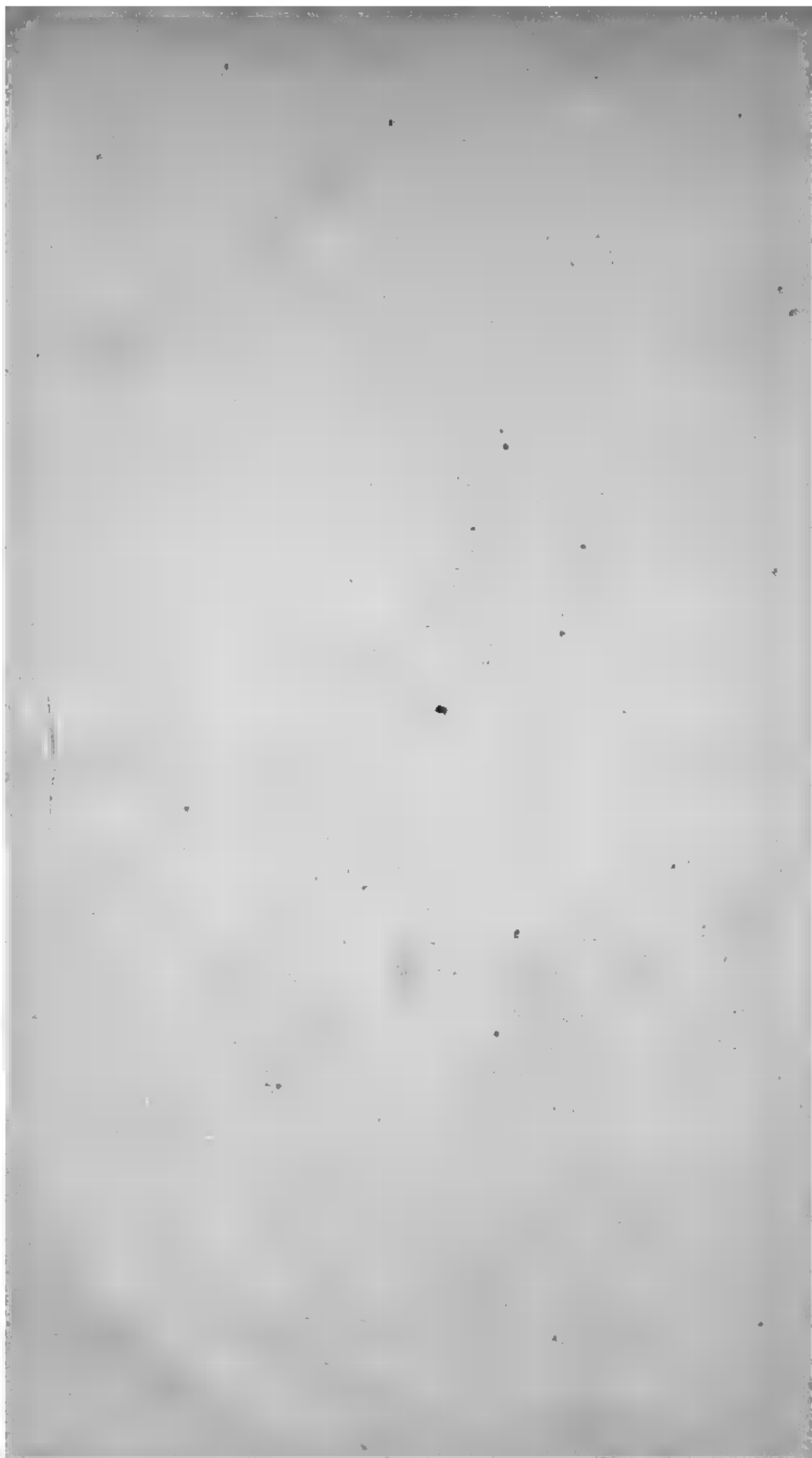
Dated A.M. \_\_\_\_\_ 18 . Master \_\_\_\_\_  
P.M.

N.B.—When one form is not sufficient for all the entries, the forms which are used must be numbered in consecutive order, and the word "Last" must be written at the top of the last form.

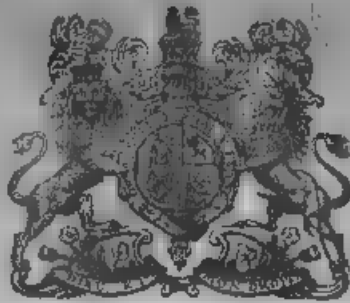
S. S. " \_\_\_\_\_ "

H. H. RISLEY,  
*Offg. Secy. to the Govt. of India.*









# The Gazette of India.

## EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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SIMLA, MONDAY, APRIL 3, 1899.

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### HOME DEPARTMENT.

#### NOTIFICATION.

#### ESTABLISHMENTS.

No. 250.

*Simla, the 3rd April, 1899.*

A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor General of India by the resignation of the Honourable Mr. M. D. CHALMERS, C.S.I., Barrister-at-Law, Her Majesty the Queen, Empress of India, has been graciously pleased to appoint MR. THOMAS RALEIGH, Barrister-at-Law, to be an Ordinary Member of the Council of the Governor General of India.

MR. RALEIGH has, on this day, taken upon himself the execution of his office under the usual salute.

A. H. L. FRASER,

*Offg. Secretary to the Government of India.*









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SIMLA, TUESDAY, JUNE 6, 1899.

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## HOME DEPARTMENT.

### NOTIFICATION.

#### ESTABLISHMENTS.

No. 358.

*Simla, the 6th June, 1899.*

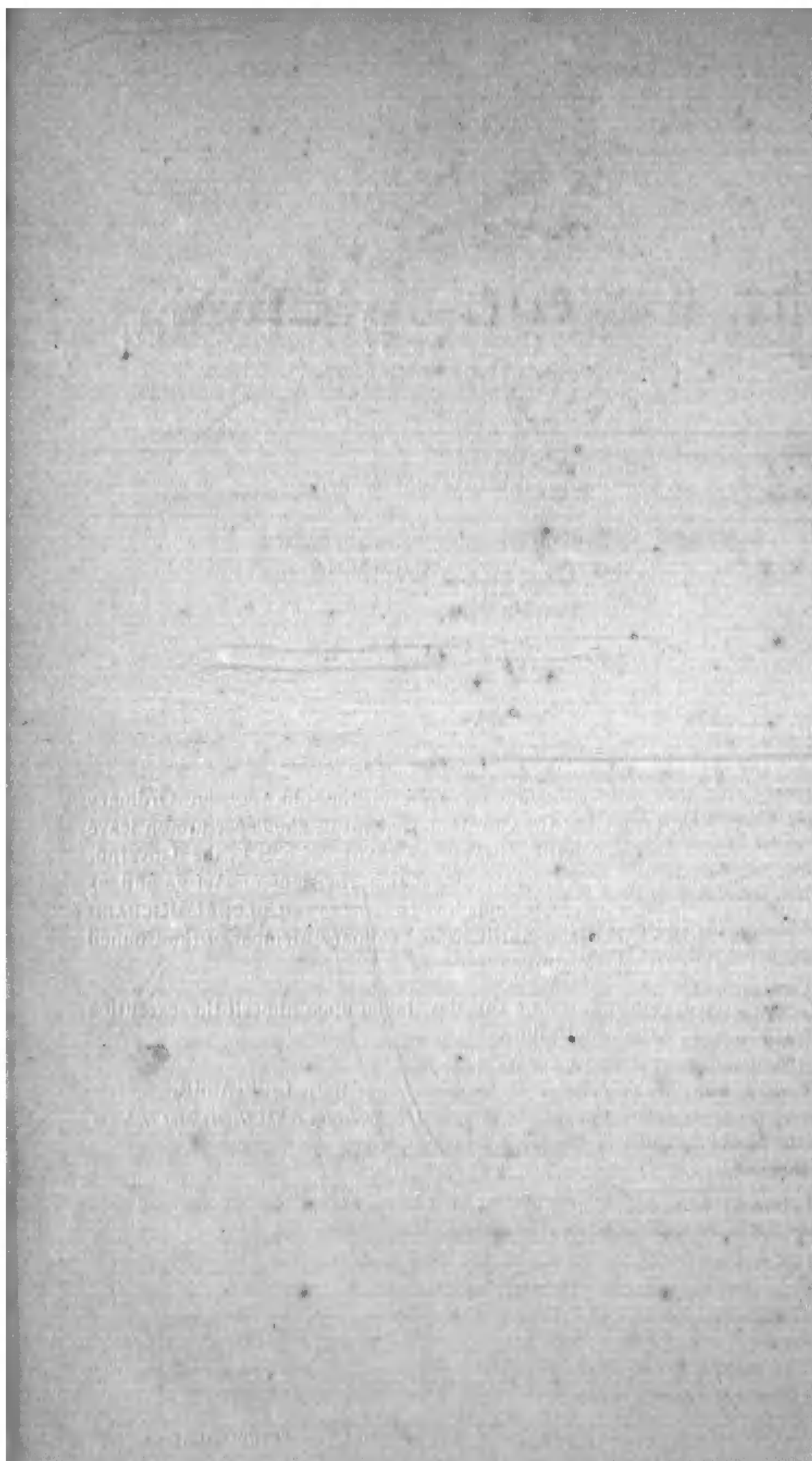
A temporary vacancy having occurred in the office of an Ordinary Member of the Council of the Governor General by the departure on leave of the Honourable SIR ARTHUR CHARLES TREVOR, K.C.S.I., the Governor General in Council has been pleased, under the provisions of Act 24 and 25 Vict., Cap. 67, section 27, to appoint LIEUTENANT-COLONEL RICHARD GARDINER, R.E., to act temporarily as an Ordinary Member of the Council of the Governor General of India.

COLONEL GARDINER has, on this day, taken upon himself the execution of his office under the usual salute.

A. H. L. FRASER,

*Offg. Secretary to the Government of India*









# The Gazette of India

## EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

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SIMLA, THURSDAY, JUNE 15, 1899.

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### FINANCE AND COMMERCE DEPARTMENT.

#### NOTIFICATION.

ACCOUNTS AND FINANCE.  
PUBLIC DEBT.

No. 2710.

*Simla, the 15th of June, 1899.*

Whereas by the terms of the Notification No. 2005, dated the 12th of August 1878, Promissory Notes or Loan Certificates of the seven shillings sterling per cent. portion of the Transfer Loan of 1879 can be paid off and discharged at any time on or after the 15th of September 1893 on the expiration of a previous notice of three months to that effect, which notice may be given at any time on or after the 15th of June 1893;

And whereas the amount of the said Promissory Notes and Loan Certificates now outstanding is two lakhs and twenty-three thousand rupees (Rs. 2,23,000);

And whereas by the terms of the said Notification the said Promissory Notes and Loan Certificates can be discharged by the payment of the equivalent in rupees of eight pounds fifteen shillings sterling for each hundred rupees of their amount, the said equivalent being calculated at the rate of exchange fixed by the Secretary of State for India in Council, with the concurrence of the Lords Commissioners of the Imperial Treasury, for the adjustment of transactions between the Indian and Imperial Governments at the date of the expiry of the notice of the discharge of the Notes and Certificates as aforesaid;

And whereas the Governor General in Council has determined to pay off the said Promissory Notes and Loan Certificates on the 15th of September 1899;

And whereas by the terms of the Notification No. 1487-A., dated the 7th of April 1899, the rate of exchange for the adjustment of transactions between the Indian and Imperial Governments for the official year 1899-1900 has been fixed by the Secretary of State for India in Council, with the concurrence of the Lords Commissioners of Her Majesty's Treasury, at 1s. 4d. the rupee, and the equivalent of eight pounds fifteen shillings at this rate is rupees one hundred and thirty-one and annas four only:



2. Notice is hereby given that, on the 15th day of September 1899, all the Notes (or Stock Certificates issued in lieu thereof) and Loan Certificates of the seven shillings sterling per cent. portion of the Transfer Loan of 1879 aforesaid will be paid off at the Public Debt Office, Bank of Bengal, Calcutta, at the rate of rupees one hundred and thirty-one and annas four only for each hundred rupees of their amount; and that from the said 15th day of September 1899 interest on the said Promissory Notes (or Stock Certificates) and Loan Certificates will cease.

3. Promissory Notes and Certificates hereby notified for discharge will be received at the Public Debt Office, Bank of Bengal, Calcutta, from and after the 11th of September 1899, and will be discharged in full together with interest up to the 14th of September 1899, inclusive, as soon as they can be examined and passed for payment.

By order of the Governor General in Council,

J. F. FINLAY,

*Secretary to the Government of India.*

(7) 2.





